AGARD-INDEX 74-76



ADVISORY GROUP FOR AEROSPACE RESEARCH & DEVELOPMENT

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Index of Publications
1974-1976



NORTH ATLANTIC TREATY ORGANIZATION



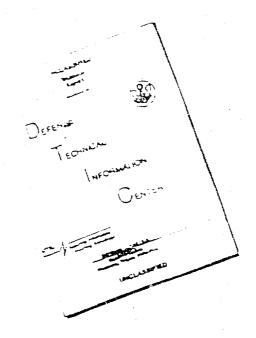
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ADVISORY GROUP FOR AEROSPACE RESEARCH AND DEVELOPMENT

(ORGANISATION DU TRAITE DE L'ATLANTIQUE NORD)

AGARD INDEX OF PUBLICATIONS 1974 - 1976 .

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- Exchanging of scientific and technical information;

- Continuously stimulating advances in the acrospace sciences relevant to strengthening the common defence posture;
- Improving the co-operation among member nations in aerospace research and development;
- -- Providing scientific and technical advice and assistance to the North Atlantic Military Committee in the field of aerospace research and development;
- Rendering scientific and technical assistance, as requested, to other NATO bodies and to member nations in connection with research and development problems in the aerospace field;
- Providing assistance to member nations for the purpose of increasing their scientific and technical potential;
- Recommending effective ways for the member nations to use their research and development capabilities for the common benefit of the NATO community.

The highest authority within AGARD is the National Delegates Board consisting of officially appointed senior representatives from each member nation. The mission of AGARD is carried out through the Panels which are composed of experts appointed by the National Delegates, the Consultant and Exchange Program and the Aerospace Applications Studies Program. The results of AGARD work are reported to the member nations and the NATO Authorities through the AGARD series of publications of which this is one.

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PREFACE

This volume provides abstracts and indexes for AGARD publications published during the period 1974 – 1976. By an arrangement with the US National Aeronautics and Space Administration in Washington, the NASA computerized data base has been used to prepare this publication.

Full bibliographic citations and abstracts for all the documents in this publication are given in the abstract section, which is organized in the 10 major subject divisions and 74 specific categories used by NASA in its abstract journals and bibliographies. The major subject divisions are listed in the Table of Contents, together with a note for each that defines its scope and provides any cross-references. Category breaks in the abstract section are identified by category number and title, and a scope note. Within each category, the abstracts are arranged by series and year. N10,000 series (STAR) items appear before X70,000 series items. Examples of typical citations with abstracts are given following the Table of Contents.

There are five indexes: Subject, based on NASA Thesaurus nomenciature; Personal Author; Corporate Source; Report/Accession Number; and Accession/Report Number. Sample entries are shown on the first page of each index.

There are now five volumes in the current AGARD Index Series

- AGARD Index of Publications 1952-1970

Part I: Abstract Section

June 1972

- AGARD Index of Publications 1952-1970

Part II: Subject Index

October 1972

- AGARD Index of Publications 1952-1970

Part III: Author Index

Part IV: Addendum to Part I

Bound together

September 1974

- AGARD Index of Publications 1971-1973

November 1974

- AGARD Index of Publications 1974-1976

September 1977

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DISTRIBUTION		

TABLE OF CONTENTS Part 1: Abstracts

AERONAUTICS

Includes aeronautics (general); aerodynamics; air transportation and safety; aircraft communications and navigation; aircraft design, testing and performance; aircraft instrumentation; aircraft propulsion and power; aircraft stability and control; and research and support facilities (air).

For related information see also Astronautics.

01 AERONAUTICS (GENERAL)

02 AERODYNAMICS

Includes aerodynamics of bodies, combinations, wings, rotors, and control surfaces; and internal flow in ducts and turbomachinery.

For related information see also 34 Fluid Mechanics and Heat Transfer.

03 AIR TRANSPORTATION AND SAFETY

Includes passenger and cargo air transport operations; and aircraft accidents.

For related information see also 16 Space Transportation and 85 Urban Technology and Transportation.

04 AIRCRAFT COMMUNICATIONS AND NAVIGATION 4

Includes digital and voice communication with aircraft; air navigation systems (satellite and ground based); and air traffic control.

For related information see also 17 Spacecraft Communications, Command and Tracking and 32 Communications.

05 AIRCRAFT DESIGN, TESTING AND PERFORMANCE 64

includes aircraft simulation technology.

For related information see also 18 Spacecraft Design, Testing and Performance and 39 Structural Mechanics.

06 AIRCRAFT INSTRUMENTATION

Includes cockpit and cabin display devices; and flight instruments.

For related information see also 19 Spacecraft Instrumentation and 35 Instrumentation and Photography.

07 AIRCRAFT PROPULSION AND POWER 8

Includes prime propulsion systems and systems components, e.g., gas turbine engines and compressors; and on-board auxiliary power plants for aircraft.

For related information see also 20 Spacecraft Propulsion and Power, 28 Propellants and Fuels, and 44 Energy Production and Conversion.

08 AIRCRAFT STABILITY AND CONTROL 102

Includes aircraft handling qualities; piloting; flight controls; and autopilots.

09 RESEARCH AND SUPPORT

FACILITIES (AIR)

109

Includes airports, hangers and runways; aircraft repair and overhaul facilities; wind tunnels; shock tube facilities; and engine test blocks.

For related information see also 14 Ground Support Systems and Facilities (Space).

ASTRONAUTICS

23

Includes astronautics (general); astrodynamics; ground support systems and facilities (space); launch vehicles and space vehicles; space transportation; spacecraft communications, command and tracking; spacecraft design, testing and performance; spacecraft instrumentation; and spacecraft propulsion and power.

For related information see also Aeronautics.

12 ASTRONAUTICS (GENERAL)

N.A.

For extraterrestrial exploration see 91 Lunar and Planetary Exploration.

13 ASTRODYNAMICS

N.A.

Includes powered and free-flight trajectories; and orbit and launching dynamics.

14 GROUND SUPPORT SYSTEMS AND FACILITIES (SPACE)

NΔ

Includes launch complexes, research and production facilities; ground support equipment, e.g., mobile transporters; and simulators.

For related information see also 09 Research and Support Facilities (Air).

15 LAUNCH VEHICLES AND SPACE VEHICLES

N.A.

Includes boosters; manned orbital laboratories; reusable vehicles; and space stations.

16 SPACE TRANSPORTATION

N.A.

Includes passenger and cargo space transportation, e.g., shuttle operations; and rescue techniques.

For related information see also 03 Air Transportation and Safety and 85 Urban Technology and Transportation.

17 SPACECRAFT COMMUNICATIONS, COMMAND AND TRACKING

N.A.

Includes telemetry; space communications networks; astronavigation; and radio blackout.

For related information see also 04 Aircraft Communications and Navigation and 32 Communications.

18 SPACECRAFT DESIGN, TESTING AND PERFORMANCE

N.A.

Includes spacecraft thermal and environmental control; and attitude control.

For life support systems see 54 Man/System Technology and Life Support. For related information see also 05 Aircraft Design, Testing and Performance and 39 Structural Mechanics.

19 SPACECRAFT INSTRUMENTATION N.A

For related information see also 06 Aircraft Instrumentation and 35 Instrumentation and Photography.

20 SPACECRAFT PROPULSION AND POWER

Includes main propulsion systems and components, e.g., rocket engines; and spacecraft auxiliary power sources.

For related information see also 07 Aircraft Propulsion and Power, 28 Propellants and Fuels, and 44 Energy Production and Conversion.

CHEMISTRY AND MATERIALS

Includes chemistry and materials (general); composite materials; inorganic and physical chemistry; metallic materials; nonmetallic materials; and propellants and fuels.

23 CHEMISTRY AND MATERIALS (GENERAL)

Includes biochemistry and organic chemistry.

24 COMPOSITE MATERIALS Includes laminates.

25 INORGANIC AND PHYSICAL CHEMISTRY

Includes chemical analysis, e.g., chromatography; combustion theory; electrochemistry; and photo-

For related information see also 77 Thermodynamics and Statistical Physics.

26 METALLIC MATERIALS

13

129

130

128

Includes physical, chemical, and mechanical properties of metals, e.g., corrosion; and metallurgy.

27 NONMETALLIC MATERIALS 14

Includes physical, chemical, and mechanical properties of plastics, elastomers, lubricants, polymers, textiles, adhesives, and ceramic materials.

28 PROPELLANTS AND FUELS 144

Includes rocket propellants, igniters, and oxidizers, storage and handling; and aircraft fuels.

For related information see also 07 Aircraft Propulsion and Power, 20 Spacecraft Propulsion and Power, and 44 Energy Production and Conversion.

ENGINEERING

Includes engineering (general); communications; electronics and electrical engineering; fluid mechanics and heat transfer; instrumentation and photography; lasers and masers; mechanical engineering; quality assurance and reliability; and structural mechanics. For related information see also *Physics*.

31 ENGINEERING (GENERAL) 1

Includes vacuum technology; control engineering; display engineering; and cryogenics.

32 COMMUNICATIONS

166

Includes land and global communications: communications theory; and optical communications.

For related information see also 04 Aircraft Communications and Navigation and 17 Spacecraft Communications, Command and Tracking.

33 ELECTRONICS AND ELECTRICAL ENGINEERING

169

Includes test equipment and maintainability, components, e.g., tunnel diodes and transistors; microminiaturization; and integrated circuitry

For related information see also 60 Computer Operations and Hardware and 76 Solid-State Physics.

34 FLUID MECHANICS AND HEAT TRANSFER

176

Includes boundary layers; hydrodynamics; fluidics; mass transfer; and ablation cooling.

For related information see also 02 Aerodynamics and 77 Thermodynamics and Statistical Physics.

35 INSTRUMENTATION AND PHOTOGRAPHY

104

Includes remote sensors; measuring instruments and gages; detectors; cameras and photographic supplies; and holography.

For aerial photography see 43 Earth Resources. For related information see also 06 Aircraft Instrumentation and 19 Spacecraft Instrumentation.

36 LASERS AND MASERS

185

Includes parametric amplifiers.

37 MECHANICAL ENGINEERING

Includes auxiliary systems (non-power); machine elements and processes, and mechanical equipment.

38 QUALITY ASSURANCE AND RELIABILITY

188

Includes product sampling procedures and techniques; and quality control.

39 STRUCTURAL MECHANICS

400

Includes structural element design and weight analysis; fatigue; and thermal stress.

For applications see O5 Aircraft Design, Testing and Performance and 18 Spacecraft Design, Testing and Performance.

GEOSCIENCES

Includes geosciences (general); earth resources, energy production and conversion; environment pollution; geophysics; meteorology and climatology, and oceanography.

For related information see also Space Sciences.

42 GEOSCIENCES (GENERAL)

N.A.

43 EARTH RESOURCES

Includes remote sensing of earth resources by aircraft and spacecraft; photogrammetry; and aerial

For instrumentation see 35 Instrumentation and Photography.

44 ENERGY PRODUCTION AND CONVERSION

includes specific energy conversion systems, e.g., fuel cells and batteries; global sources of energy; fossil fuels; geophysical conversion; hydroelectric power; and wind power.

For related information see also O7 Aircraft: Propulsion and Power, 20 Spacecraft Propulsion and Power, 28 Propellants and Fuels, and 85 Urban Technology and Transportation.

46 ENVIRONMENT POLLUTION

Includes air, noise, thermal and water pollution; environment monitoring; and contamination control.

46 GEOPHYSICS

Includes aeronomy; upper and lower atmosphere studies; ionospheric and magnetospheric physics; and geomagnetism

For space radiation see 93 Space Radiation.

47 METEOROLOGY AND CLIMATOLOGY N.A. Includes weather forecasting and modification.

48 OCEANOGRAPHY

Includes biological, dynamic and physical oceanography; and marine resources.

LIFE SCIENCES

Includes life sciences (general); aerospace medicine; behavioral sciences; man/system technology and life support; and planetary biology.

51 LIFE SCIENCES (GENERAL)

209

Includes genetics.

52 AEROSPACE MEDICINE 222

Includes physiological factors; biological effects of radiation; and weightlessness.

53 BEHAVIORAL SCIENCES

Includes psychological factors; individual and group behavior; crew training and evaluation; and psychiatric research.

54 MAN/SYSTEM TECHNOLOGY AND

LIFE SUPPORT

Includes human engineering; biotechnology; and space suits and protective clothing.

55 PLANETARY BIOLOGY

N.A.

Includes exobiology; and extraterrestrial life.

MATHEMATICAL AND COMPUTER SCIENCES

Includes mathematical and computer sciences (general); computer operations and hardware; computer programming and software; computer systems; cybernetics; numerical analysis; statistics and probability; systems analysis; and theoretical mathematics.

59 MATHEMATICAL AND COMPUTER SCIENCES (GENERAL)

243

60 COMPUTER OPERATIONS AND HARDWARE

Includes computer graphics and data processing. For components sue 32 Electronics and Electrical Engineering.

61 COMPUTER PROGRAMMING AND SOFTWARE

N.A.

Includes computer programs, routines, and algorithms.

62 COMPUTER SYSTEMS

245

Includes computer networks.

63 CYBERNETICS

N.A.

includes feedback and control theory. For related information see also 54 Man/System Technology and Life Support.

54 NUMERICAL ANALYSIS

N.A.

Includes iteration, difference equations, and numerical approximation.

65 STATISTICS AND PROBABILITY

N.A.

Includes data sampling and smoothing: Monte Carlo method; and stochastic processes.

66 SYSTEMS ANALYSIS

N.A.

Includes mathematical modeling; network analysis. and operations research.

67 THEORETICAL MATHEMATICS

N.A.

Includes topology and number theory.

PHYSICS

Includes physics (general); acoustics; atomic and molecular physics; nuclear and high-energy physics, optics; plasma physics; solid-state physics; and thermodynamics and statistical physics.

For related information see also Engineering.

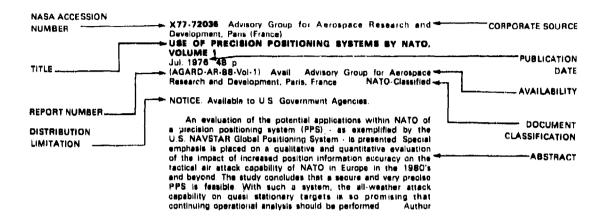
70 PHYSICS (GENERAL)

For geophysics see 46 Geophysics. For astrophysics see 90 Astrophysics. For solar physics see 92 Solar Physics.

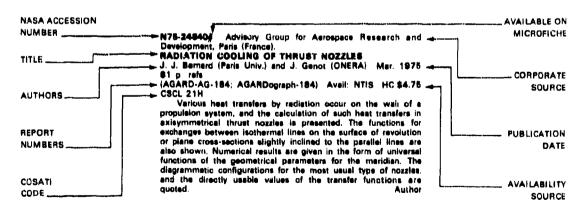
71 ACOUSTICS 256 Includes sound generation, transmission, and	83 ECONOMICS AND COST ANALYSIS 269 Includes cost effectiveness studies.
attenuation. For noise pollution see 45 Environment Pollution.	84 LAW AND POLITICAL SCIENCE N.A. Includes space law; international law; international
72 ATOMIC AND MOLECULAR PHYSICS N.A. Includes atomic structure and molecular spectra.	cooperation; and patent policy.
73 NUCLEAR AND HIGH-ENERGY PHYSICS N.A. Includes elementary and nuclear particles; and reactor theory. For space radiation see 93 Space Radiation. 74 OPTICS 260 Includes light phenomena.	85 URBAN TECHNOLOGY AND TRANSPORTATION 270 Includes applications of space technology to urban problems; technology transfer; technology assessment; and surface and mass transportation. For related information see 03 Air Transportation and Safety, 16 Space Transportation, and 44 Energy Production and Conversion.
75 PLASMA PHYSICS N.A. Includes magnetohydrodynamics and plasma fusion. For ionospheric plasmas see 46 Geophysics. For space plasmas see 90 Astrophysics.	SPACE SCIENCES Includes space sciences (general); astronomy; astrophysics; lunar and planetary exploration; solar physics; and space radiation. For related information see also Geosciences.
76 SOLID-STATE PHYSICS N.A. Includes superconductivity.	88 SPACE SCIENCES (GENERAL) N.A.
For related information see also 33 Electronics and Electrical Engineering and 36 Lasers and Masers.	89 ASTRONOMY N.A. Includes radio and gamma-ray astronomy; celestial mechanics; and astrometry.
77 THERMODYNAMICS AND STATISTICAL PHYSICS N.A. Includes quantum mechanics; and Bose and Fermi statistics.	90 ASTROPHYSICS N.A, Includes cosmology; and interstellar and interplanetary gases and dust.
For related information see also 25 Inorganic and Physical Chemistry and 34 Fluid Mechanics and Heat Transfer.	91 LUNAR AND PLANETARY EXPLORATION N.A, Includes planetology; and manned and unmanned flights.
SOCIAL SCIENCES Includes social sciences (general); administration and management; documentation and information	For spacecraft design see 18 Spacecraft Design, Testing and Performance. For space stations see 15 Launch Vehicles and Space Vehicles.
science; economics and cost analysis; law and political science; and urban technology and transportation.	92 SOLAR PHYSICS N.A. Includes solar activity, solar flares, solar radiation and superpote
80 SOCIAL SCIENCES (GENERAL) Includes educational matters.	and sunspots. 93 SPACE RADIATION N.A.
81 ADMINISTRATION AND MANAGEMENT 262 Includes management planning and research.	Includes cosmic radiation; and inner and outer earth's radiation belts. For biological effects of radiation see 52 Aerospace Medicine. For theory see 73 Nuclear and High-Energy.
82 DOCUMENTATION AND INFORMATION SCIENCE 263 Includes Information storage and retrieval technol-	Physics. GENERAL
ogy; micrography; and library science. For computer documentation see 61 Computer Programming and Software.	99 GENERAL 272
Part 2: 1	Indexes
SUBJECT INDEX	
PERSONAL AUTHOR INDEX	
CORPORATE SOURCE INDEX	
REPORT/ACCESSION NUMBER	
ACCESSION/REPORT NUMBER	
ACCESSION/ REPORT NUMBER	INDEX 1-115

TYPICAL CITATIONS AND ABSTRACTS

LIMITED DISTRIBUTION SERIES



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AGARD INDEX OF PUBLICATIONS (1974 - 1976)

ABSTRACT SECTION

01 AERONAUTICS (GENERAL)

N75-14710# Advisory Group for Aerospace Research and Development, Paris (France)

AGARD HIGHLIGHTS, MARCH 1974

Mar 1974 30 p

(AGARD-Highlights-74/1) Avail. NTIS HC \$3.75

The activities and accomplishments of the Advisory Group for Aerospace Research and Development (AGARD) during the first quarter of 1974 are discussed. Some of the subjects considered are (1) using science and technology to meet military requirements at reduced cost. (2) preliminary design applications for reducing development, production, and operational costs of aircraft systems, (3) atmosphere pollution by aircraft engines, and (4) design and development of large wind tunnels

N75-14711∦ Advisory Group for Aerospace Rosearch and Davelopment, Paris (France) THE PERKINS GLASSER LECTURES, MARCH 1974 Sep 1974 27 p in ENGLISH, partly in FRENCH

(AGARD-Highlights-74/2) Avail NTIS HC \$3.75 An address to the Advisory Group for Aerospace Research and Development (AGARD) which was delivered in September, 1974 is presented. The subject of the address is the Impact of Research and Development on the United States Air Force. Some of the topics considered in the address are (1) the National support of research, (2) basic and applied research in the Air Force, (3) development of inertial guidance systems, and (4) development of electronic digital computer. Areas of interest involved the methods for funding research and development activities and the process for making new technology available to industry

N75-21219# Advisory Group for Aerospace Research and Development, Paris (France)

TAKE-OFF AND LANDING
Jan 1975 300 p refs Presented at 44th Meeting of the
Flight Mech. Panel of AGARD, Edinburgh, 1-4 Apr. 1974
(AGARD-CP-180) Avail NTIS HC \$8.75

The proceedings of a conference on aircraft takeoff and landing are presented. The subjects discussed include the following: (1) aircraft design optimization, (2) energy management, (3) aircraft stability and control characteristics, (4) aircraft guidance using ground based and airborne aggipment, and (5) operational aspects of approach control with short takeoff aircraft. For individual titles, see N75-21220 through N75-21241

N75-21220* National Aeronautics and Space Administration Langley Research Center, Langley Station, Va. HIGH-LIFT AERODYNAMICS: TRENDS, TRADES, AND

Richard J. Margason and Harry L. Morgan, Jr. In AGARD. Take-off and Landing Jan. 1975 11 p refs (For availability see N75-21219 13.01)

The trend toward the utilization of higher maximum lift coefficient with increased alteraft size and cruise velocities is discussed. The impact of this trend on the need for tradeoffs between cruise performance and takeoff, climb, and landing performance is examined. Theoretical methods for the analysis of the two-dimensional characteristics of flap systems are described and compared with experimental data. Four powered-lift

concepts are described to outline some of the options currently being developed. Two jet flap theories are described which provide analytical methods for estimation of the three-dimensional aerodynamic high-lift performance characteristics of powered lift

N75-21221* Messerschmitt-Boelkow Blohm G.m.b.H., Munich

COMPATIBILITY OF TAKE OFF AND LANDING WITH MISSION AND MANOEUVRE PERFORMANCE REQUIRE MENTS FOR FIGHTER AIRCRAFT

Dieter Reich and Josef Wimbauer In AGARD Take-off und Landing Jan. 1875 7 p refs (For availability see N75-21219 13-01)

By means of an aircraft synthesis program, the effect of engine cycle, thrust to weight ratio, and wing parameter combination on field and flight performance has been investigated For three different engine /Intake configurations, thrust to weight ration and wing loading were varied. Each combination represents an aircraft designed to meet a specified mission radius. Using different lift systems and ground deceleration devices, the conditions are shown under which a matching of flight and field performance is economically feasible

N75-21222 Aerospatiale Usines de Toulouse (France). GENERAL CRITERIA FOR THE DEFINITION OF TAKE OFF AND LANDING OF AN AIRCRAFT WITH NONLIMITED LIFT [CRITERES GENERAUX POUR LA DEFINITION AU DECOLL-AGE ET A L'ATTERRISSAGE D'UN AVION NON LIMITE EN PORTANCE

C Pelagatti and T. Markham (British Aircraft Corp., Bristol, England) In AGARD Take-off and Landing Jan 1975 11 p In FRENCH (For availability see N75-21218 13-01)

The performance of a slender wing alteraft configuration with unlimited lift was studied. A description is given of the approach process, serodynamic characteristics, and certification regulations. The optimization of characteristics based on speed was developed after considering examples from the Concorde

N75-21223* Bosing Commercial Airplane Co., Seattle, Wash TERMINAL AREA CONSIDERATIONS FOR AN ADVANCED CTOL TRANSPORT AIRCRAFT

Mark B. Susaman In AGARD Take-off and Landing Jan. 1975 14 p. refs (For availability see N75-21219 13-01) (Contract NAS1-12018)

Projected future conditions at large urban sirports were used to identify design objectives for a long-hauf, advanced transport sirplans introduced for operation in the mid-1980s. Operating constraints associated with airport congestion and aircraft noise and emissions were of central interest. In addition, some of the interaction of these constraints with aircraft fuel usage were identified. The study sllowed for advanced aircraft design features consistent with the future operating period. A baseline 200 passenger simplene design was modified to comply with design requirements imposed by terminal area constraints. Specific design changes included: (1) modification of engine arrangement, wing planform; (2) drag and spoiler surfaces; (3) secondary power systems: (4) brake and landing gear characteristics; and (5) the aircraft avionics. These changes, based on exploratory design estimates and allowing for technology advance, were judged to enable the airplane to, reduce wake turbulence, handle steeper descent paths with fewer limitation due to engine characteristics; reduce runway occupancy times, improve community noise contours; and reduce the total engine emittants deposited in the terminal area. The populties to simplane performance and operating cost associated with improving the terminal area characteristics of the sirplane were assessed. Finally, key research problems requiring solution in order to validate the assumed advanced airplane technology were identified Author

N75-21224 Service Technique de l'Aeronautique, Pans (France) **BRAKING PERFORMANCES**

Georges Leblanc In AGARD Take-off and Landing Jan 1975 In FRENCH, ENGLISH summary (For availability see N75 21219 13 011

During Landing or aborted take off, the braking distances are depending on the speed allowed by high lift devices and on the Kinetic energy which must be absorbed by the braking systems according to the available friction coefficient of tire runway. Studies on this last point have not yet been so extensive as aerodynamic studies. Beside obvious interest for performances, it is necessary to know how to determine the safety margins which have to be taken on braking distances according to actual conditions of the runway. For the prediction of braking distance a comprehensive scheme of friction phenomena on wet runway according the three zone's GROUCH model is proposed. The test results obtained with CARAVELLE Aircraft confirm that the proposed model is correct and that it can give a satisfactory prediction of the braking

N75-21225 Air Force Flight Dynamics Lab , Wright-Patterson AFB, Ohio

TRADEOFF PARAMETERS OF ALTERNATIVE TAKEOFF AND LANDING AIDS

Cennerly H. Digges In AGARD Take-off and Landing Jan 1975 18 p. refs (For availability see N75-21219 13-01)

The various aids for reducing takeoff and landing distance are discussed. The launch aids include rocket assist, catapults and powered lift. The landing aids include reversed turbojet thrust, parachutes and wheel brakes. New technology aimed at reducing the weight or increasing the performance of landing aids is indicated. The ways in which stopping distance is affected by varitions in parameters such as lift coefficient, drag coefficient, reversed thrust, landing velocity and runway friction coefficient

N75-21226 Hoyal Aircraft Establishment, Bedford (England) A TECHNIQUE FOR ANALYSING THE LANDING MA-NOEUVRE

R. F. A Keating In AGARD Take-off and Landing Jan 1975 12 p refs (For availability see N75-21219 13-01)

Studies of steep gradient aviation have highlighted the need to find the underlying piloting strategy of landings. A graphic presentation of landing records is put forward which, it is hoped. will assist in the solution to this problem. By expressing the pilot's longitudinal control activity as equivalent speed and climb rate demands, it is possible to plot simultaneously the direraft motion and the control strategy against the performance chart as a reference grid. By suitable choice of axis scaling, the aircraft's response to simple control input traces out simple geometric patterns such as circular arcs. Examples are given of flight data, principally of the HS 125 in normal, steep and two segment approaches. Power margins and target speeds are discussed for these examples

N75-21227* National Aeronautics and Space Administration Area Research Center, Moffett Field, Calif. **STABILITY AND CONTROL HARMONY IN APPHOACH AND** LANDING

Seth B Anderson /n AGARD Take-off and Landing Jan 1975 8 p. refs (For svailability see N75-21219 13-01)

A review of the factors which affect stability and control harmony in approach and landing is made to obtain a clearer understanding of the proper relationship, the trade-offs involved. and to show how limits in stability and control harmony are established for advanced siroraft. Factors which influence stability and control harmony include the longitudinal short period response of the aircraft and the level of several pitch control characteristics including control power, control sensitivity, and control feel. At low stability levels for advanced aircraft, less conventional control techniques such as DLC are needed to improve harmony and some form of stability augmentation must be provided to improve precession of flight path control and reduce pilot work load

N75-21228 National Aeronautical Establishment, Ottawa

THE INFLUENCE OF STOL LONGITUDINAL HANDLING QUALITIES OF PILOTS' OPINIONS

In AGARD Take-off and Landing K-H Doetsch, Jr. 1975 17 p refs (For availability see N75-21219 13-01) (Contract F33615-71-C-1722)

Consideration is given to some of the factors which distinguish the longitudinal handling qualities of STOL aircraft from those of the CTOL class and to the influence of these differences on pilot's opinions. The effects of wind, wind-shear, frim speed, thrust vector inclination, speed coupling, pitch chracteristics and of using different control technique options on flight-path control are discussed briefly. In flight evaluations of variations in some of these parameters provided a basis for assessing their relative importance to the pilot when he was faced with a demanding instrument approach task. Control of pitch proved to be central to the overall flight path control task and the more easily and precisely the pilot could modulate pitch, the more adverse the speed coupling effects he was prepared to tolerate. For the typical unaugmented stability characteristics of the STOL class of aircraft exhibiting small modal separation, the handling qualities were governed by the overall responses to control and disturbance inputs rather than by the location of individual roots of the characteristic equation

N76-21229 Royal Natherlands Aircraft Factories Fokker. Schiphol-Oost

LOW-SPEED STABILITY AND CONTROL CHARACTERIS-TICS OF TRANSPORT AIRCRAFT WITH PARTICULAR REFERENCE TO TAILPLANE DESIGN

E Obert In AGARD Take-off and Landing Jan 1975 16 p (For availability see N75-21219 13-01)

For modern transport aircraft generally emphasis is put on operational flexibility. This means among other things that the ability is required to operate at low take-off and landing speads under a wide range of loading conditions. Consequently the operational envelope of the sircraft covers a large range of lift coefficients and C.G positions. The ensuing requirements for the design of horizontal tail surfaces and elevators are difficult to fulfil. Some of the low-speed tailplane and elevator problems are considered. Particular reference is made to the possibility of tailplane stall. Some related experience obtained in the design and flight testing of the Fokker-VFW F-27 and F-28 is discussed

N75-21230 Vereinigte Flugtechnische Werke-Fokker G.m.b.H., Bremen (West Germany).

SOME LOW SPEED ASPECTS OF THE TWIN-ENGINE SHORT HAUL AIRCRAFT VFW 514

Hartmut Griem, Juergen Barche, Hans J. Beisenherz, and Guanther Krenz In AGARD Take-off and Landing Jan. 1975 19 p refs (For availability see N75-21219 13-01)

The flight characteristics of the VFW 614, short haul aircraft, are discussed. The low speed aspects of the aircraft are analyzed with respect to: (1) wing stall serodynamics, (2) tall stall serodynamics. (3) longitudinal control, and (4) lateral/ directional control. The aircraft design criteria are identified. The dimensions and configurations of the aircraft controls are tabulated. Flight test results are summarized. Author

N76-21231 British Aircraft Corp. Weybridge (England) Commercial Alteraft Div

DIRECT LIFT CONTROL APPLICATIONS TO TRANSPORT AIRCRAFT: A UK VIEWPOINT
M. R. Smith In AGARD Take-off and Landing Jan. 1976

10 p refs (For availability see N75-21219 13-01)

The longitudinal controllability of large conventional transport aircraft during the approach and landing flight phases, and of conventional high lift 'STOL' alreraft during short landings, is discussed. The advantage of a direct lift control system (DLC) is indicated, and a practical design, using wing spoilers, is described, with its disadvantages. Theoretical and flight simulator investigations on the VC.10 sizorsh, and the BAC 1-11 sizoraft are described, together with investigations of similar systems for Improving the automatic landing of current British jet erroraft. Some recent investigations on a DLC application to a STOL stroraft are noted it is concluded that DLC applications can improve controllability and performance for most transport aircraft. A more detailed study is required for each application before its true value can be assessed, even for large transport aircraft Application of DLC to conventional lift STOL aircraft looks attractive for achieving satisfactory flare performance.

N75-21232 Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany).

INVESTIGATIONS ON DIRECT FORCE CONTROL FOR CCV AIRCRAFT DURING APPROACH AND LANDING

Wolfgang J Kubbat In AGARD Take-off and Landing Jan 1975 11 p (For availability see N75-21219 13-01)

The aerodynamic characteristics of control configured vehicles (CCV) with direct force controls (DFC) are discussed. The following aspects are considered: (1) the influence of the controls on the natural stability, (2) the influence of DFC on the controllability of the aircraft. (3) the integration of the DFC with the control system in CCV designs. (4) the behavior of CCV aircraft with DFC during approach and landing, and (5) the relationship of the results presented in the basic CCV concept

Author

N78-21233 Yingling (George L.), Dayton, Ohio GUIDANCE PHILOSOPHY FOR MILITARY INSTRUMENT LANDING

George L. Yingling In AGARD Take-off and Landing 1975 13 p refs (For availability see N75-21219 13-01)

Instrument landing guidance philosophy for military aircraft is affected by the type of operation, the nature of the environment. the kind of aircraft involved and system dynamics considerations. Guidance philosophy and requirements are inseparable from control dynamics and tradeoffs exist between the two in arriving at an optimum solution for particular cases. In some countries. compatibility and interoperability with the civil system is considered important if not assential. The National Microwave Landing System program in the U.S.A. is of great interest internationally, and the U.S.A. Department of Defense is supporting, at present, the goal of a common civil/military system. Representative unclassified operational requirements are reviewed as a lead to discussing the various factors having an impact on choice of guidence philosophy. The single most important consideration is the choice of technique to overcome landing guidance system multipath effects. The choice of technique must satisfy the many system dynamic considerations and present field test programs must provide clear and valid engineering data upon which to base a decision. A system solution to a hypothetical but representative military situation is presented for discussion purposes. In addition a requirement for an all-airborne, self-contained landing system is discussed.

N75-21234 Royal Aircraft Establishment, Bedford (England).
THE IMPROVEMENT OF VISUAL AIDS FOR APPROACH AND LANDING

A. J. Smith and D. Johnson In AGARD Take-off and Landing Jan. 1975 15 p refs (For availability see N75-21219 13-01)

The effect of fog on the operational capability of runway lights is discussed. A study on the variations of fog gradients with altitude is reported. Improvements in approach and runway lighting to overcome the attenuation caused by fog are described. The characteristics of a precision approach path indicator for steep gradient and two-segment approaches are analyzed. The author states that landings made using the improved equipment have been achieved with a touchdown scatter that is much smaller than is normally achieved

N75-21235 National Aerospace Lab., Amaterdam (Netherlands). FLIGHT TESTS WITH A SIMPLE HEAD-UP DISPLAY USED AS A VISUAL APPROACH AID

G. L. Lamers // AGARD Take-off and Landing Jan. 1975 11 p. refn (For availability see N75-21219 13-01)

A simple head-up display (HUD), giving only glide path information with a depressed horizon bar, has been tested as an approach aid in visual flight conditions. An important improvement was observed in the accuracy of the glide path performance when approaches with the use of a HUD are compared with visual approaches without an approach aid. Using the HUD decreased the standard deviations of height by a factor of 2 to 4 depending on distance from the runway. From this limited series of tests no significant differences in other flight parameters could be demonstrated. The subject pilots indicated a preference for use of the HUD during visual approaches. especially in night conditions. Author

N75-21236 Avions Marcel Dassault-Breguet Aviation. Saint-Cloud (France)

ALL-WEATHER LANDING SYSTEM FOR MERCURY LE SYSTEME D'ATTERRISSAGE TOUS TEMPS DU MER-CURE)

In AGARD Take-off and Landing 11 p. In FRENCH (For availability see N75-21219 13-01)

Principle characteristics of the AIR-INTER version of an all-weather landing system with collimators for Marcury are Transl. by E.H.W.

N75-21237 Office National diEtudes et de Recherches Aerospatiales, Paris (France). REQUIRED PILOT CUES AND DISPLAYS FOR TAKEOFF AND LANDING

Jean-Claude Wanner In AGARD Take-off and Landing Jan 1975 14 p in FRENCH; ENGLISH summary (For availability see N75-21219 13-01)

A model of pilot behavior during the takeoff and landing phases of flight was constructed. The model was used to determine the necessary cues and in turn the parameters which have to be displayed in order to minimize the pilot work load and improve flight safety. A future cookpit display was designed, based on the display parameters. The main part of the system is a head-up display presenting the ground track of the air velocity vector and the total climb angle. With these two parameters the pilot can directly control the airpath, knowing exactly the necessary rating of the engines and observing a correct safety margin for

N75-21238 Ministry of Transport, Ottawa (Ontario). SOME DHC 6 TWIN OTTER APPROACH AND LANDING EXPERIENCE IN A STOL SYSTEM

Richard P. Bentham In AGARD Take-off and Landing Jan. 1975 11 p (For availability see N75-21219 13-01)

The Canadian Government's decision to introduce a STOL demonstration service revealed a need for practical data and flight experience to assist in aircraft approval and development of safe operational procedures. From 1971 to 1973, a series of flight tests concerned with the steep approach and landing task were carried out, initially in a DHC-5-100 Twin Otter and later in a DHC-8-300S. Approach angles of 6 deg, 7 deg, and 8 deg were assessed in terms of pilot work load and aircraft touchdown and landing distances. Other relevant factors peculiar to the steep approach and landing task were investigated including transition from en-route guidance to approach guidance, crew co-ordination, night operation, missed approach and engine out missed approach, and approach turbulence and wind shear. Community noise sensitivity was closely monitored. The flight test program resulted in some modifications to the production aircraft, the development of approach and landing operating procedures and the definition of some potential problem areas. Author

N76-21239 Air Force Flight Test Center, Edwards AFB, Calif. LO'Y POWER APPROACH

B. Lyle Schofield In AGARD Take-off and Landing Jan. 1975 p refs (For availability see N75-21219 13-01)

Discussions are presented on current final approach-to-landing procedures along with the relationship of conventional approach speeds to the lift to drag (L/D) relationships of singraft. The characteristics of L/C relationships are discussed in view the landing approach maneuver, identifying the potential advantages of operating on the front side of the L/D curve. Flight experience of low L/D, idle power approaches using the front side of the L/D curve are reviewed in light of the piloting task. The velocity convergence relationship for operating on the front side of the L/D curve are presented and the convergent characteristics for both transport and fighter aircraft are explored. Front side approach and landing performance for the KC-135A and T-38A aircraft are presented. Convair 990 toughdown dispersions from low L/D. Idle approaches are presented. Other significant advantages of the low power, front side L/D landing approach are enumer-Author

N75-21240 Deutsche Forschungs- und Ver- chsanstalt fuer Luft- und Raumfahrt, Brunswick (West Germany). STEEP APPROACH FLIGHT TEST RESULTS OF A BUSI-NESS-TYPE AIRCRAFT WITH DIRECT LIFT CONTROL

P. G. Hamel, K. K. Wilhelm, D. H. Hanke, and H. H. Lange. In AGARD Take-off and Landing Jan. 1975 19 p refs (For availability soe N75 21219 13-01)

The trends in aircraft approach and landing procedures are such that increasingly noise abatement constraints impact on vehicle flying (handling) qualities. A ground-based flight simulator program and concurrently a flight test program were conducted using a MBB HFB-320 Hansa Jet airplane which was retrofitted with an analogue fly-by-wire flap and thrust control system. The direct lift control system was used for alleviating handling qualities problems during steep noise-abatement landing approaches. A variable direct lift control system was made feasible for optimization purposes by changing the gearing ratio of the electric flap-elevator interconnect. Facilitation in pilot's workload and improvements in flight path control were analyzed by statistical methods. Experiences gained by flight test results and noise measurements show that routine 2-segment noise-abatement approach paths can be introduced successfully when adequate path guidance, nuick-response flight path corrections and minimum throttle activity are possible.

N75-21241 Centre d'Essais en Vol, Bretigny-sur-Orge (France). MODERN MEANS OF TRAJECTOGRAPHY MODERNES DE TRAJECTOGRAPHIE MOYENS

Alam Tert In AGARD Take off and Landing Jan. 1975 15 p In FRENCH (For availability see N75-21219 13-01)

Various equipment and systems developed and utilized for take-off and landing trajectography of modern aircraft are examined. The STRADA, LIDAR, and inertial navigation systems are covered; systems are designed to measure trajectories accurately and rapidly without error. Transl. by E.H.W.

N75-29997# Advisory Group for Aerospace Research and Development, Paris (France).

METHODS FOR AIRCRAFT STATE AND PARAMETER

IDENTIFICATION

May 1975 440 p refs Meeting held at Hampton, Va., 5-8 Nov 1974

(AGARD-CR-172) Avail: NTIS HC \$11.25

Papers which discuss and compare results obtained with different parameter identification techniques applied to specific fighter aircraft at high angles of attack, subsonic, and supersonic transports, VTOL and STOL aircraft, and helicopters are presented Special problems areas such as systems modeling with high internally generated fluctuations, aircraft state estimation in not steady flight, and parameter identification for nonlinear aerodynamic regimes are covered. For individual titles, see N75-29998 through N75-30026.

N75-29998 Royal Aircraft Establishment, Bedford (England). MODELLING OF SYSTEMS WITH A HIGH LEVEL OF INTERNAL FLUCTUATIONS

J. G. Jones In AGARD Methods for Aircraft State and Parameter Identification May 1975 18 p refs (For availability see N75-29997 21-01)

The problem of modelling the structure of systems with a high level of internally generated fluctuations is discussed and problems in parameter identification are reviewed. The systems considered typically have two types of behavior, determined by the magnitude of a controlling parameter which influences stability For a finite range of parameter values the system is stable and its structure may be described by a detestic set of differential equations. If not subjected to external disturbances the system will achieve a state of equilibrium. At some 'critical' value of the parameter, however, the system becomes unstable and beyond this boundary the system no longer achieves a state of equilibrium but may exist (as a result of nonlinearities) in a steady state typified by continuous fluctuations. This state may either be described as a regular limit-cycle type of oscillation or may be essentially random in nature. Practical examples include aircraft buffeting and wing-rocking, forms of fluctuating motion which occur respectively in structural and rigid-body modes. In these examples aircraft incidence may be regarded as the controlling parameter and the fluctuating motion is associated with the existence of extensive areas of separated flow at high incidence A structure which falls into the type considered, is the standard human-pilot model in which the internal fluctuations are represented by a 'remnant'. An example is discussed which illustrates problems that can arise in the identification of this type of system when operating as part of a closed loop. Author

N75-29999 Calapan Corp. Buffalo, N.Y. IDENTIFICATION OF NONLINEAR AERODYNAMIC STABIL ITY AND CONTROL PARAMETERS AT HIGH ANGLE OF

B. J. Eulrich and E. G. Rynaski In AGARD Methods for Alreraft State and Parameter Identification May 1975 15 p refs (For availability see N75-29997 21-01) (Contract F33615-72-C-1248)

A procedure is described for the estimation of the nonlinear aerodynamic stability and control coefficients at high aircraft angles of attack. It is based on a nonlinear, Iterated Kalman filter/fixedpoint smoother identification algorithm and a least squares equation error method. Key ingredients for successful identification are the mathematical model, instrumentation system, control inputs, and the identification algorithm. The major emphasis is placed on the use of the identification procedure in analyzing high angle of attack flight data. Specifically, model form and initial estimates are established from wind tunnel data using series expansions to represent the nondimensional force and moment coefficients for selected ranges of angle of attack. This high dimensional representation is reduced by: (1) preprocessing the flight data using the instrumentation system model and the six-degree-of-freedom aircraft kinematic equations to perform optimal state estimation and hence decrease the effects of instrumentation errors; and (2) separating the six equations of motion into two separate four-degree-of-freedom systems; one for extracting the longitudinal coefficients and the other for the lateral-directional coefficients. Specific problems associated with the identification procedure at high angles of attack and parameter identifiability problems caused by poorly conditioned flight data are reviewed. Selection of the coordinate system for the aircraft model, the determination of the initial covariance estimates, and the measurement and process noise statistics required to use the iterated Kalman technique are discussed Author

N75-30000 Societe Nationale Industrielle Aerospatiale, Toulouse

METHODS USED FOR OPTIMIZING THE SIMULATION OF CONCORDE SST USING FLIGHT TEST RESULTS

Jacques Tardy In AGARD Methods for Aircraft State and Parameter Identification May 1975 10 p (For availability see N75-29997 21-01)

The elaborate calculation means provided by a simulator were used in the design of CONCORDE. Different simulators of more and more sophistic-sted design, were installed from a fixed base analog simulator to the present simulator which is described. This simulator is used for various design purposes: development studies for the aircraft and its systems, handling qualities, flying controls, various piloting aids, failure research; flight test preparation and crew training, crew work load studies; studies for introducing CONCORDE into air traffic in liaison with EUROCONTROL. and preparation for aircraft certification. examination of requirements and participation in certification for the most critical conditions to be tested in flight, testing very low probability failures or investigations in the extreme regulatory atmospheric conditions

N75-30001* National Aeronautics and Space Administration Langley Research Center, Langley Station, Va. APPLICATION OF A NEW CRITERION FOR MODELING Lawrence W. Taylor, Jr. In AGARD Methods for Aircraft State and Parameter Identification. May 1975.9 p. refs. (For availability see N75-29997.21-01). CSCL. 12B.

A new criterion is proposed for modeling systems which promises to be useful in deciding how complex a model should be. The criterion is based on the expected model response error instead of the error in fitting the data used for estimating the model parameters. The new criterion also does not require withholding data to be used exclusively for testing. There remains, however, the difficulty of testing a large number of candidate models that correspond to the combinations of terms used in the dynamic equations. A computational approach is suggested which greatly reduces the computations required in searching for the best model. In the suggested approach the gradient of the response with respect to the model coefficients is held fixed and numerous combinations of terms are assessed. After determining the most promising candidate model, the gradient is updated and the process is repeated. This procedure gives greater assurance that the best model is selected and does not rely on the analyst's judgement.

N75-30002* National Aeronautics and Space Administration. Langley Research Center, Langley Station, Vs. A MONTE CARLO ANALYSIS OF THE EFFECTS OF

A MONTE CARLO ANALYSIS OF THE EFFECTS OF INTRUMENTATION ERRORS ON AIRCRAFT PARAMETER IDENTIFICATION

Wayne H. Bryant and Ward F. Hodge In AGARD Methods for Aircraft State and Parameter Identification May 1975 19 prefs (For availability see N75-29997 21-01) CSCL 01C

An output error estimation algorithm was used to evaluate the effects of both static and dynamic instrumentation errors on the estimation of aircraft stability and control parameters. A Monte Carlo analysis, using simulated cruise flight data, was performed for a high performance military aircraft, a large commercial transport, and a small general aviation aircraft. The effects of variations in the information content of the flight data, resulting from two different choices of control input maneuvers, were also determined. The results indicate that unmodeled instruments. tion errors can cause inaccuracies in the estimated parameters which are comparable to their nominal values. Control Input errors and angular accelerometer lags were found to be most significant of the instrumentation errors evaluated, and the perturbations they produce are much larger than those arising from the combined effects of static errors and white noise in the output response measurements Author

N75-30003 Technische Hogaschool, Delft (Netherlands)
ADVANCED FLIGHT TEST INSTRUMENTATION: DESIGN
AND CALIBRATION

R. J. A. W. Hosman In AGARD Methods for Aircraft State and Parameter Identification May 1975-17 p. refs (For availability see N75-29997-21-01)

A series of flight tests with a Hawker Hunter Mk.7 aircraft was performed to determine the performance as well as stability and control characteristics. The instrumentation system used in these tests is described. Major topics discussed include: the choice of the specifications for the transducers as related to the desired accuracy of the characteristics of the aircraft to be determined; the methods applied to meet these specifications, especially for the pressure transducers; the calibration program to determine the characteristics of the transducers in the statistical format, and to apply modern system theory to the analysis of the flight measurements.

Author

N75-30004* National Aeronautics and Space Administration Langley Research Center, Langley Station, Va.

A COMPLEMENTARY FILTERING TECHNIQUE FOR DERIVING AIRCRAFT VELOCITY AND POSITION INFORMATION

Frank R. Niessen In AGARD Methods for Aircraft State and Parameter Identification May 1975 16 p refs (For availability see N75-29997 21-01) CSCL 01C

An onboard navigation system which employed complementary filtering was developed to provide velocity and position information. The inputs to the mix filter included both acceleration inputs, which provided high-frequency position and velocity information, and rader position inputs, which provided the low-frequency position and velocity information. Onboard arcraft instrumentation, including attitude reference gyros and body-mounted accelerometers, was used to provide the acceleration information. An in-flight comparison of signal quality and accuracy showed good agreement between the complementary filtering system and an aided inertial navigation system. Furthermore, the complementary filtering system was proven to be satisfactory in control and display system applications for both automatic and pilot-in-the-loop instrument approaches and landings.

Author

N75-30005 Versinigte Flugtechnische Werke-Fokker G.m.b.H., Bremen (West Germany).

SENSORS AND FILTERING TECHNIQUES FOR FLIGHT TESTING THE VAK 191 AND VFW 614 AIRCRAFT Werner E. Seibold In AGARD Methods for Aircraft State and

Werner E. Selbold In AGARD Methods for Alicraft State and Parameter Identification May 1975 14 p (For availability see N75-29997 21-01)

The flow of the flight test data of the VFW 614 (VAK 1918) Alroraft from the sensor through the data acquisition, selection, and preprocessing process is described. An overview of the sensors included in the VFW 614 is given. Two important sensors for takeoff and landing performance are described. The data smoothing and filtering techniques are discussed. Special emphasis is given to a powerful digital filter, the Si or Riedel filter.

Author

N75-30006 National Aerospace Lab., Amsterdam (Netherlands).
DESIGN AND EVALUATION OF A SYMMETRIC FLIGHTTEST MANOEUVRE FOR THE ESTIMATION OF LONGITUDINAL PERFORMANCE AND STABILITY AND CONTROL
CHARACTERISTICS

H. W. Kleingeld In AGARD Methods for Alteraft State and Parameter Identification May 1975 6 p refs (For availability see N75-29997 21-01)

Longitudinal performance and stability and control data are derived from measurements in one flight test maneuver. The maneuver is comprised of quasi-steady accelerating parts and nonsteady oscillating parts. A moving base simulator is used to determine the problems which accompany the manual application of the required elevator control input and to teach the pilot to generate the signal without feedback. Results of this evaluation program are given and compared with corresponding results of the actual flight tests.

Author

N75-30007 Dornier-Werke G.m.b.H., Friedrichshäfen (West Germany)

DETERMINATION OF STABILITY DERIVATIVES FROM FLIGHT TEST RESULTS COMPARISON OF FIVE ANALYTICAL TECHNIQUES

Horst Wuemenberg, Heinz Friedrich, Ulrich VonMeler, and Hans-Joachim Munser. In AGARD Methods for Aircraft State and Parameter identification May 1975. 12 p. refs (For availability see N75-29997. 21-01).

Analytical techniques in stability derivatives estimation are compared. The test alicraft, a G 91-T3, was equipped with a sophisticated instrumentation and data acquisition system. The analytical techniques, manual evaluation of special flight maneuvers, time vector method, forced oscillation method, analog matching, and regression analysis are compared in relation to the amount of time and equipment for the flight testing, complication of the data reduction, and the quality of the results. The accuracy of the data acquisition is the most important problem. Therefore an accurate check of all test data has to be performed before sophisticated evaluation programs are used. It is summarized that several measuring and evaluation techniques should be used in parallel.

N75-30008 Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

FIVE IDENTIFICATION METHODS APPLIED TO FLIGHT TEST DATA

Jaan-Pierre Chaquin In AGARU Methods for Aircraft State and Parameter Identification May 1975 8 p. refs (For availability see N75-29997 21-01)

The parameter of linear multivariable systems using input and output measurements is determined. It is assumed that the physical system, which is to be investigated, can be described by a sot of linear differential equations with constant coefficients. These estimations are to be applied to the derivation of active control parameters. Tests of well known methods, such as least squares, modulating functions, conjugate gradients and analog matching, are developed. Some results are proposed to be used as support for the comparison of the comparison of the different methods.

Author

N75-30000° Harvard Univ., Cambridge, Mass. STATUS OF INPUT DESIGN FOR AIRCRAFT PARAMETER IDENTIFICATION

R. K. Mehra and N. K. Eupta (Systems Control, Inc.) In AGARD Methods for Aircraft State and Parameter Identification May 1975 21 p. refs (For availability see N75-29897 21-01) (Contracts NAS4-2068; NO0014-67-A-0298-0008) CSCL 01C

Results are presented on the design of aircraft inputs (i.e. elevator, rudder and seleron deflection time histories) to identify aircraft stability and control derivatives from flight test data. The problem is first reduced to an optimization problem with differential and integral constraints. The criteria used are either expressed in terms of the Cramer-Rao lower bound on the covariance matrix of the parameter estimates or in terms of the maximum prediction error variance. Both time-domain longitudinul and lateral dynamics of C-8 and Jet Star aircrafts and comparison with doublet type inputs are made.

Author

N75-30010 Calapan Corp., Buffalo, N.Y. Flight Research

INPUT DESIGN FOR AIRCRAFT PARAMETER IDENTIFICA-TION: USING TIME-OPTIMAL CONTROL FORMULATION

Robert T. N. Chen In AGARD Methods for Aircraft State and Parameter Identification May 1975 15 p refs (For availability see N75-29997 21-01)

(Contract N00019-73-C-0504)

A new formulation and a practical and useful solution to the input design for identification of aircraft stability and control parameters is presented. Necessary conditions and the structure of the optimal control input are discussed. By using Walsh functions and calculating the Cramer-Rao lower bounds recursively, a practical and useful design procedure is then presented Application of the new approach are then made to the design of flight test inputs for identification of stability and control parameters of several types of aircraft.

N75-30011 Royal Aircraft Establishment, Fainborough (England) DETERMINATION OF AERODYNAMIC DERIVATIVES FROM TRANSIENT RESPONSES IN MANDEUVRING FLIGHT

A. Juan Ross In AGARD Methods for Aircraft State and Parameter Identification May 1875 10 p refs (For availability see N75-28997 21-01)

Computer programs using optimization techniques to obtain serodynamic derivatives from flight records are briefly described Results pertaining to aircraft flying at high angles of attack are presented. J.M.S.

N75-30012 Navel Air Test Center, Patuxent River, Md. Flight Test Div.

ADVANCEMENT IN PARAMENTER IDENTIFICATION AND AIRCRAFT FLIGHT TESTING

Roger A. Burton In AGARD Methods for Aircraft State and Parameter Identification May 1975 16 p refs (For availability see N75-29997 21-01)

Results are presented from a program to develop parameter identification technology with specific emphasis placed on studies conducted in parameter identifiability and (optimal) control inputs for parameter estimation. Nevy applications for parameter identification technology are discussed with specific areas in aircraft stability and control testing outlined. Specific criteria required for defining optimal control inputs and establishing

parameter identifiability are discussed. Parameter identification results from the analysis of flight test data are presented which establish the need for considering input design in planning tests for extracting aerodynamic coefficients from flight test data. Parameter identifiability results for specific control inputs used are presented. In cases where identifiability problems are shown to exist the use of a rank deficient solution to improve parameter identifiability to demonstrated.

N75-30013* National Auronautics and Space Administration. Flight Resperch Center, Edwards, Calif.

PRACTICAL ASPECTS OF USING A MAXIMUM LIKELI-HOOD ESTIMATOR

Kernoth W liff and Richard E. Maine. In AGARD. Methods for Aircraft State and Parameter Identification. May 1975. 15 p. refs. (For availability see N75-29997. 21-01). CSCL 01C.

The application of a maximum likelihood estimator to flight data is discussed and procedures to facilitate routine analysis of a large amount of flight data are proposed. Flight data were used to demonstrate the proposed procedures. Modeling considerations are discussed for the system to be identified, including linear aerodynamics, instrumentation, and data time shifts, and serodynamic blases for the specific types of maneuvers to be analyzed. Data editing to eliminate common data acquisition problems, and a method of identifying other problems are considered. The need for careful selection of the maneuver or portions of the maneuver to be analyzed is pointed out. Uncertaintly levels (analogous to Cramer-Rao bounds) are discussed as a way of teoognizing significant new information.

Austral

N75-30014 Deutsche Forschungs- und Versuchsenstalt füer Luft- und Raumfahrt. Brunswick (West Germany). Inst. füer Flügmechanik.

DETERMINATION OF AIRCRAFT DERIVATIVES BY AUTOMATIC PARAMETER ADJUSTMENT AND FREQUEN-CY RESPONSE METHODS

M. Merchand and R. Koehler In AGARD Methods for Aircraft State and Parameter Identification May 1975 18 p refs (For availability see N75-29997 21-01)

Experiences are reviewed in the estimation of alicraft parameters by means of three identification methods frequency response, maximum-likelihood, and model with automatic parameter adjustment Results using flight test data from the Do-27 and HFB-320 attracts are presented. The effects of including nonlinear terms and turbulence in the model are also discussed. The model with the automatic parameter adjustment method was used for studying the problems of derivative identification for rotorcraft type vehicles. Proliminary results obtained when evaluating simulated Sikorsky S-61 (light data with various input signals are given. Some aspects of designing input signals for flight tests are discussed, system parameters and are easily flowby the pilot.

N75-30015 Air Force Flight Test Center. Edwards AFB. Calif A COMPARISON AND EVALUATION OF TWO METHODS OF EXTRACTING STABILITY DERIVATIVES FROM FLIGHT TEST DATA

Paul W. Kusten In AGARD Methods for Aircraft State and Paremoter Identification May 1975 26 p refs (For availability see N75-29997 21-01)

Two methods for extracting stability derivatives from flight data are compared A modified Newton-Raphson minimization technique and a digital analog (hybrid) matching technique were used to analyze the same data maneuvers obtained from two aircraft. About 55 maneuvers of an F 111E sircraft were analyzed over a Mach 0.3 to 2.0 and an engle of attack range of 3 to 19 degrees. About 15 maneuvers were analyzed for the X-24A. lifting body at Mach numbers of 0.8 and 0.9 and an angle of attack range of 4 to 1.3 degrees. Stability derivatives were extracted from these maneuvers, and the results from the two techniques along with wind tunnel results were compared. The hybrid matching mathematical model contained complete five-degree-of-freedom equations (no velocity derivatives) with variable dynamic pressure, whereas the Newton-Raphson model used uncoupled, three-degree-of-freedom equations with constant dynamic pressure. Both techniques were found to be capable of giving accurate results, but required a fairly extensive knowledge of the method being used. The Newton-Raphson technique tends to be less time consuming, and is suited for processing large quantities of data maneuvers. Hybrid matching is well suited for programs in which a limited amount of data is processed for Author

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N75-30016 Technische Hogeschool, Delft (Netherlands).
ESTIMATION OF THE AIRCRAFT STATE IN NON-STEADY
FLIGHT

J. A. Mulder In AGARD Methods for Aircraft State and Parameter Identification May 1975 21 p refs (For availability see N75-29997 21-01)

Kalman filtering and smoothing and maximum likelificoid estimation techniques were applied to the problem of estimating the aircraft state in nonsteady flight from onboard noisy inertial and barometric measurements. Applied to actual flight test data, the estimation schemes yielded similar results.

Author

N75-30017 Dormer-Werke GmbH, Friedrichshafen (West Germany)

DETERMINATION OF STABILITY DERIVATIVES FROM FLIGHT TEST RESULTS BY MEANS OF THE REGRESSION ANALYSIS

Heniz Friedrich /n AGARD Methods for Aircraft State and Parameter identification May 1975 8 p refs (For evailability see N75-29987 21-01)

Some fundamental remarks about regression analysis are made, the method is described, and some test results with simulated data are given. The experiences with regression analysis gained from flight tests with the alreafts Dornier Do 31 and Flat G91-T3 are discussed in detail. The possibilities of the method were studied, and improvements by using a Kalman fliter are considered. For each equation of motion, an example is represented.

N75-30018 Systems Control, Inc., Palo Alto, Calif.
MODEL STRUCTURE DETERMINATION AND PARAMETER
IDENTIFICATION FOR NONLINEAR AERODYNAMIC
FLIGHT REGIMES

M. Earl Hall, Jr. Narendra K. Gupta, and James S. Tyler, Jr. In AGARD Methods for Aircraft State and Parameter Identification May 1975 21 p. refs (For availability see N75-28997 21-01) (Contract N00014-72-C-0328)

The identification of nonlinear stall/spin regime air dynamic forces and moments is discussed, along with applications to simulated and flight test response data. For this development, a two-stop method is presented. The first step is the application of an algorithm which determines the order and coefficients of polynomial expansions which determines the order and coefficients of polynomial expansions which determines the order and coefficients of polynomial expansions of the nonlinear serodynamic forces and moments which characterize the stall/post-stall flight regime. The second step is the use of a nonlinear six degree-of freedom maximum likelihood algorithm which accurately estimates the values of the polynomial coefficients. This method was applied to simulated and flight test data for a twin engine swept wing fighter aircraft. Suggested approaches to general nonlinear flight regime identification are given.

N76-30019° National Aeronautics and Space Administration. Langley Research Center, Langley Station, Va. IMPORTANCE OF HELICOPTER DYNAMICS TO THE MATHEMATICAL MODEL OF THE HELICOPTER William F. White, Jr. In AGARD Methods for Aircraft State and Parameter Identification May 1975 12 p refs Prepared by Army Air Mobility Res. and Develop. Lab., Hampton, Va. [For availability see N75-29997 21-01]

CSCL 01C A mathematical model of the helicoptur requires appropriste representation of the constituent elements of rotor dynamics. General-purpose programs that model a variety of configurations for a broad range of operating conditions result in varying and incompatible levels of sophistication. Analysis of specific dynamic problems facilitates the identification of configuration parameters which determine system behavior. For the present analysis, the nonlinear equations of a torsionally rigid hingeless rotor are linearized about an equilibrium condition to determine flap-lag stability characteristics in hover. A collocation method was used to obtain the coupled natural frequencies and modes. These modes allow exact treatment of the effect of elastic coupling which more than compensates for the destabilizing inertial coupling. The sensitivity of damping to the number of modes was found to be small, and reasonable accuracy was obtained the first flapwise and edgewise coupled modes. The range of destabilizing precone was found to be small

N75-30020 National Aeronautical Establishment, Ottawa (Ontario). Flight Research Lab.

ESTIMATES OF THE STABILITY DERIVATIVES OF A HELICOPTER AND A V/STOL AIRCRAFT FROM FLIGHT DATA

D. G. Grould and W. S. Hindson. In AGARD. Method for Alicraft State and Parameter Identification. Jul. 1957. 9 p. refs (For availability see N75-29997 21-01)

Stability derivatives for the Bell 205 helicopter were derived from flight data using a least squares gussi-linearization technique. The aircraft model, which included a first order representation of rotor response characteristics, was based on fundamental parameters descriptive of the particular design. A conglome-se analysis procedure estimates based on data from several similar maneuvers was used to increase the confidence in the results observed. Data from CL-84 V/STOL sircraft were also analyzed, indicating the velidity of certain a priori longitudinal stability derivatives for the aircraft, and yielding estimates of others. The results indicate the need to use a more elaborate modeling technique, (such as was used for the Bell 205) which takes into account the particular complexities of the aircraft. Author

N75-30021* United Aircraft Corp., Stratford, Conn. Sikorsky Aircraft Div.

ROTORCRAFT DERIVATIVE IDENTIFICATION FROM ANALYTICAL MODELS AND FLIGHT TEST DATA

John A. Molusis. In AGARD. Methods for Aircraft State and

John A. Molusis In AGARD Methods for Aircraft State and Parameter Identification May 1975 31 p refs Sponsored in part by NASA and USAAMRDL (For availability see N75-29997 21-01) CSCL 01C

A general procedure is presented for systematic development of rotorcraff models for use in systems identification, which includes fuselage and rotor degrees of freedom (DOF). Formula tions for rigid blade flap and lag as well as the normal mode representation of an elastic blade are developed for hingeless and articulated rotor systems. The method of multiblade coordinates is used to obtain linear constant coefficient state variable models of various levels of approximation. Two of the approximate models, a 6 DOF, are identified from a nonlinear articulated helicopter computer simulation. The results demonstrate the accuracy attainable for each model. Advanced results outline the status of rotorcraft modeling and systems identification and indicate areas that require further investigation.

N75-30022* National Aeronautics and Space Administration. Langley Research Center, Langley Station, Va. ROTOR SYSTEMS RESEARCH AIRCRAFT (RSRA) REQUIREMENTS FOR, AND CONTRIBUTIONS TO, ROTOR-CRAFT STATE ESTIMATION AND PARAMETER IDENTIFICATION

Gregory W. Condon In AGARD Methods for Aircraft State and Parameter Identification May 1975 18 p refs Prepared by Army Air Mobility Res. and Develop. Lab., Hampton, Va. (For availability see N75-29997 21-01) CSCL 01C

Rotor System Research Aircraft (RSRA) is designed to provide the capabilities necessary for the effective and efficient in-flight test and verification of promising rotor concepts and supporting technology developments. The RSRA requirements for, and possible contributions to, rotorcraft state estimation and parameter identification technology are discussed.

Author

N75-30023 Bell Helicopter Co., Fort Worth, Tex.
COMMENTS ON COMPUTATION OF AIRCRAFT FLIGHT
CHARACTERISTICS

C. L. Livingston In AGARD Methods for Aircraft State and Parameter Identification May 1975 8 p (For availability see N75-29997 21-01)

A digital computer program (C81) used to compute performance, dynamics, and loads of a wide variety of eircraft is described Some of the configurations which have been simulated on C81 are depicted.

N78-30024 Calspan Corp. Buffsio, N.Y. Flight Research Dept. Flight Research

THE EFFICIENT APPLICATION OF DIGITAL IDENTIFICA-TION TECHNIQUES TO FLIGHT DATA FROM A VARIABLE STABILITY V/STOL AIRCRAFT

J. Victor Lebacqz In AGARD Methods for Aircraft State and Parameter Identification May 1975 13 p refs (For availability see N75-29997 21-01)

(Contracts N00019-89-C-0534, N00019-72-C-0044, N00019-72-C-0417, N00019-73-C-0504)

A prerequisite in the use of response-feedback variable stability aircraft to obtain flying qualities data is an accurate method for estimating stability and control parameters from flight data. It is necessary, however, that such methods be efficient and cost effective to minimize the effort and expense spent performing the estimation. The application of a digital identification technique X-22A V/STOL research aircraft is discussed. Emphasis is placed on practical aspects of identifying efficiently data covering a wide range of dynamic characteristics, particular attention is paid to the elimination of adjustments in the technique for each data run and the use of particular pilot control inputs to maximize identifiability. Results are presented for a variety of simulated dynamics.

Author

N76-30025* National Aeronautics and Space Administration Aimes Research Center, Moffett Field, Calif PARAMETER ESTIMATION OF POWERED-LIFT STOLAIRCRAFT CHARACTERISTICS INCLUDING TURBULENCE AND GROUND EFFECTS

Rodney C. Wingrove In AGARD Methods for Aircraft State and Parameter Identification May 1975 10 p. refs (For availability see N75-29997 21-01) CSCL 01C

Longitudinal aerodynamic coefficients are estimated from data recorded during flight tests of a powered-lift STOL aircraft. A comparison is made between the coefficient values determined by the regression and quasilinearization identification techniques from records taken during elevator pulse maneuvers. The results show that for these tests the regression method provides less scatter in coefficient estimates and provides better correlation with the predicted values. Special techniques are developed which allow identification of the coefficients from records taken during landing maneuvers in which the aircraft encounters turbulence while-flying in ground effect. Flight test results are presented to illustrate the effects of air turbulence and ground proximity on the estimated coefficient values.

N75-30026 Air Force Flight Dynamics Lab., Wright-Patterson AFil. Ohio.

ESTIMATION OF ELASTIC AIRCRAFT AERODYNAMIC PARAMETERS

Robert C. Schwanz and William R. Wells In AGARD Methods for Aircraft State and Parameter Identification May 1975 10 p refs (For availability see N75-2997 21-01)

The Importance of Including sercelesticity in sircraft parameter estimation is discussed using the B52E and C-5A sircraft as examples. A parameter estimation method, employing the modal truncation dynamics math model and the maximum likelihood estimation algorithm, is selected to illustrate the computational difficulties that must be solved. A combined in-house and contractual research program is then cutlined that addresses these anticipated problem areas. The alreraft selected for the initial application of the methods is the B52E that was flown in the Control Configured Vehicle (CCV) research program of the Af Flight Dynamics Laboratory.

Author

N76-30027# Advisory Group for Aeronautical Research and Development, Paris (France).

IMPACT OF ACTIVE CONTROL TECHNOLOGY ON AIR-PLANE DESIGN

Jun 1975 318 p refs in ENGLISH and partly in FRENCH Presented at a Joint Symp of the Flight Mech Panel and Guidance and Control Panel of AGARD, Paris, 14-17 Oct 1974 (AGARD-CP-157) Avail: NTIS HC \$9.25

The papers are reported which were presented at sessions on active control technology in advanced sirplane design, analysis and simulation programs, flight test programs, advanced flight control systems, and current operational systems. They cover a wide range of activities, from advanced research to systems in operation on the C-5A and Boeing 747 sircraft. For individual titles, see N75-30028 through N75-30051.

N75-30028 Societe Nationale Industrielle Aerospatiale, Toulouse (France)

(France).
CCV PHILOSOPHY: SEMANTICS AND UNCERTAINTY.
THE CONCEPT OF AIRCRAFT REVOLUTION SY PROGRESS
IN THE FLIGHT CONTROL SYSTEM [CCV PHILOSOPHIE:
SEMANTIQUE ET INCERTITUDES LA CONCEPTION DES
AVIONS VA-T-ELLE ETRE BOULEVERSEE PAR LES
PROGRES DANS LES SYSTEMES DE COMMANDES DE
VOL!

P Lecomte and M Bossard In AGARD Impact of Active Control Technol on Airplane Design Jun 1975 14 p refs. In FRENCH: ENGLISH summary (For availability see N75-30027 21-01)

The possible definitions are examined of the term control configured vehicle (CCV) and some other associated notions such a autostabilization, flight by wire, etc. The characteristics common to all the so called CCV systems are examined simultaneously, together with the most noteworthy differences encountered. The present possibilities of these systems are reviewed, considering, for each case, the safety objectives, and performance objectives for transport and combat aircraft. Finally, long term, prospects are considered.

Author.

N78-30029 Royal Aircraft Establishment, Bedford (England) ACTIVE CONTROL AS AN INTEGRAL TOOL IN ADVANCED AIRCRAFT DESIGN

W. J. G. Pinsker. In AGARD. Impact of Active Control Technol on Airplane Design. Jun. 1975. 12 p. refs (For availability sen. N75-30027-21-01)

The scope of active control in the design and operation of aircraft is broadly reviewed, and the automatic control, stability and control augmentation, artificial static stability, gust alleviation, stall and spin protection and various methods for reducing sirframe loads are studied it is argued that active control should not be treated as a piece-meal solution to isolated design problems but rather refinements will the true potential of these powerful techniques be realized in particular it is shown that many CCV applications require commensurate improvement in the serodynamic performance of the control surface.

Author

N76-30030° National Aeronautics and Space Administration Langley Research Center, Langley Station, Va. POTENTIAL BENEFITS TO SHORT-HAUL TRANSPORTS THROUGH USE OF ACTIVE CONTROLS

D. William Conner and Glenn O. Thompson (Boeing Co., Wichita, Kans.) In AGARD Impact of Active Control Technol on Airplana Design. Jun. 1975. 10 p. rafs. (For availability see: N75-30027-21-01).

The potential applications of active controls are examined for improving the characteristics of transport type aircraft used 1,000-kilometer range capability). The in short-haul service (types of sucreft to meet future needs touist operation, conquestion alleviation, fuel conservation, operating economy, and traveler acceptance) are identified as helicopters for shorter stage lengths and fixed wing alteraft of reduced field-length capability for longer stage lengths. Likely uses for active controls for these sircraft are examined regarding payoffs which can be expected and problems and constraints which must be dealt with Uses showing significant benefits include augmented stability and control, gust-load alleviation, and ride smoothing. Gust load alleviation is particularly effective for low-wing-loading aircraft employing conventional lift. Ride-smoothing systems are indicated to be the furthest advanced and ready for production commitment for those applications where they can be shown to have payoff Author

N75-30031 Messerschmitt-Boelkow Blohm G m b H Hamburg (West Germany)

TRANSPORT AIRCRAFT WITH RELAXED/NEGATIVE LONGITUDINAL STABILITY RESULTS OF A DESIGN STUDY

Heinz G. Kiug. In AGARD impact of Active Control Technol on Airplane Design. Jun. 1975. 15 p. (For availability see N75-30027-21-01).

Application of active longitudinal control on transport ancraft with relaxed/negative longitudinal stability was studied. Using two aircraft of different configuration as basising designs versions incorporating active longitudinal control were derived Configuration changes were studied with varying tail size, and center of gravity position. Based upon the requirement for handling qualities equivalent to the baseline designs, optimum control laws were derived. Controllability and stability were checked by simulating various gust cases. Limits for tail size and og-position were derived. Wing size was changed where required to hold performance unchanged. Structural and fuel weight changes were calculated and the configuration, within the geometrical and controllability limits, giving the highest payload increase, was selected. Sensitivity of payload benefit to performance specification was checked by parametric variations, it was found that payload benefit depends upon configuration to a high degree. Best payload benefit will be achieved for high wing. T-tail STOL aircraft using large trailing edge flaps. Payload increase may be up to 15%

N75-30032 British Aircraft Corp., Weybridge (England) Commercial Aircraft Div

IMPACT OF ACTIVE CONTROL TECHNOLOGY ON AIR-CRAFT DESIGN

P. R. G. Williams and B. S. Campion In AGARD Impact of Active Control Technol on Airplane Design Jun. 1975 6 p (For availability see N75-30027 21-01)

Use of active control technology on civil transport aircraft is considered, both as regards improvement of a conventional aircraft and as regards development of new configurations to exploit such technology. Significant gains in weight and operating cost may be made by using artificial stability augmentation and load alleviation on a conventional design, though the precise gains depend on the way in which weight savings are exploited. Unconventional means are suggested whereby active control technology might best be exploited on short and long range subsonic alroraft, and also on supersonic aircraft, it appears that is largest gains are likely to be made when new techniques are used in combination rather than singly.

Author

N78-30033 Air Force Flight Dynamics Lab., Wright-Patterson AFB, Ohio. HORIZONTAL CANARDS FOR TWO-AXIS CCV FIGHTER CONTROL

S. C. Stumpil and R. A. Whitmoyer In AGARD Impact of Active Control Technol. on Airplane Design. Jun. 1976. 8 p. refs. (For svallability see N75-30027 21-01)

The potential use is described of active horizontal canarda in the design of fighter alroraft to provide flight path control along both the longitudinal and directional axes. The results are based on wind tunnel tests conducted on two CCV fighter configurations under the Fighter CCV Program of the USAF Flight Dynamics laboratory. A method for generating direct sideforce using differentially deflected horizontal canards is discussed. The direct lift control capabilities of horizontal canards are also presented. In addition, the use of horizontal canards in implementing the concepts of released static stability and maneuver polar onhancement is described. Finally, the USAF Fighter CCV Program is outlined as it relates to demonstrating the performance improvements achievable through application of advanced control system technology.

N75-30034 Hawker Siddeley Aviation Ltd. Brough (England)
ACTIVE CONTROL TECHNOLOGY: A MILITARY AIRCRAFT
DESIGNER'S VIEWPOINT

R. Melling In AGARD impact of Active Control Technol on Airplane Design Jun. 1975 15 p (For availability see N75-30027 21-01)

The most likely gains to be obtained by the application of active control technology to small combat aircraft are considered. There are seen to be considerable attractions, although the most significant benefits may turn out to be orientated towards the improved control and design freedom offered by ACT rather than towards revolutionary shapes or greatly increased efficiency or reduced weight. In the design of the ACS itself, it is considered essential that a mechanical back up is avoided in order to produce a more flexible, efficient and safe system, and to this end a suitably progressive system design philosophy must be developed. Despite some doubts as to the more ambitious claims for ACT, its ultimate adoption is expected for all but the simplest of aircraft.

N78-30035 National Aerospace Lab., Amsterdam (Netherlands), HANDLING QUALITY CRITERIA DEVELOPMENT FOR TRANSPORT AIRCRAFT WITH FLY-BY-WIRE PRIMARY FLIGHT CONTROL SYSTEMS

H. A. Mooij. In AGARD. Impact of Active Control Technol. on Airplane. Design. Jun. 1975. 14 p. refs. (For availability see N75-30027-21-01).

The introduction of fly-by-wire primary flight control systems in future transport aircraft, in some cases including direct-lift-control, makes it highly desirable to initiate further studies into handling quality criteria for future guidence in system design. The handling quality criteria for such aircraft must be based on parameters which describe the combination of the aircraft and its closed loop flight control system. Approach flight simulation and compensatory tracking, performed on a three degrees of freedom flight simulator as applied to a conceptual jet fransport developed around the relaxed static stability concept, is described. The stiffness of the pitch attitude system and the effectiveness of the direct-lift-control-system were varied. The following topics are discussed required direct-lift-control-effectiveness for an

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aircreft with a very low value of the normal acceleration sensitivity, required bondwidth of the pitch attitude control system for an aircreft with a value of the normal acceleration sensitivity typical for the present-day jumbo aircraft, pilot opinion on the absence of a stable stick force/(deflection) versus alrapeed gradient for pitch-stabilized aircraft, results of compensatory tracking experiments, and evaluation of the applicability of the criterion for the configurations tested.

Author

N75-30036 Messerschmitt-Boelkow-Blohm G m b H , Munich (West Germany)

CONTROL OF AN ELASTIC AIRCRAFT USING OPTIMAL CONTROL LAWS

Werner Dressler /n AGARD Impact of Active Control Technol. on Airplane Design Jun. 1975 11 p (For availability see N75-S0027 21-01)

The design of a multivariable control system for gust alleviation is demonstrated. The use of computers for control designs, summarized under the name computer stood design is described. The gust control system for gust alleviation is integrated into an overall flight guidance control system. Two control designs, using optimal control laws, are achieved, one with complete and the second with incomplete state measurement. In the model description the elastic behavior of the wing is included as well as the nonsteady serodynamic lift generation and the dynamic behavior of the actuators. For a STOL-transport aircraft the efficiency of gust alleviation are shown in a flight through turbulent air. The increase of wing lifetime and the corresponding decrease in structure weight by use of a gust alleviation system is calculated.

Author

N75-30037 Office National d'Etudes et de Racherches Aerospatiales, Paris (France). CLOSED FORM EXPRESSION OF THE OPTIMAL CONTROL OF A RIGID AIRPLANE TO TURBULENCE

Gabriel Coupry In AGARD Impact of Active Control Technol on Airplane Design Jun. 1975 10 p. refs. In FRENCH; ENGLISH summary (For availability see N75-30027 21-01)

The flight of military aircraft at high speed, low altitude makes it necessery to use ride control systems to improve comfort, handling qualities and combat ability. The open loop system that is described senses turbulence which is used, after flittering, to set on the controls. Such a system does not change at all the handling qualities of the aircraft. Wiener's theory is used to derive in closed form the transfer function of the filter used for control it is shown that this transfer function can be expressed in autoadaptative form, the poles being proportional to the velocity of the aircraft. The Influence of parameters like mass, scale of turbulence, is discussed.

N78-30038 Deutsche Forschungs- und Versuchsanstelt füer Luft- und Raumfahrt, Oberpfaffenhöfen (West Germany). Inst füer Dynamik der Flügsysteme

APPLICATION OF ADVANCED MODEL-FOLLOWING TECHNIQUES TO THE DESIGN OF FLIGHT CONTROL SYSTEMS FOR CONTROL CONFIGURED VEHICLES

Gerd Hirzinger In AGARD Impact of Active Control Technol on Airplane Design Jun 1975 15 p refs (For availability see N75-30027 21-01)

After a review of optimal control, the model-following concept is applied for approaching a deared tracking behavior, especially concerning the airplane's response to a flight path angle command, in a systematic way. However, it turns out that the disturbance behavior of the controlled system, represented by the airplanes response to an initial deviation in the flight path angle, is unsatisfactory. Therefore a new concept combining model following and partial state vector freedback is applied for designing disturbance behavior and tracking behavior separately, in each of both cases achieving a good compromise between the desired system trajectory and limited control action. It appears that the control system thus designed is very insonative to variations in the most critical parameter, that is the location of the center of gravity.

Author

N75-30039 McDonnell Aircraft Co., St. Louis, Mo SURVIVABLE FLIGHT CONTROL SYSTEM: ACTIVE CONTROL DEVELOPMENT, FLIGHT TEST, AND APPLICA-TION

F. M. Krachmalnick, R. L. Berger (AFFDL), J. E. Hijnter, J. W. Morris (AFFDL), and J. K. Ramage (AFFDL). In AGARD Impact of Active Control Technol on Airplano Design. Jun. 1976. 24 p. (For availability see N75-30027-21-01).

The major portion of the Survivable Flight Control System (SFCS) Program initiated by the United States Air Force in July 1969 was performed to establish the practicality of active control concepts for use in future military aircraft. The SECS quadruplex (four channel redundancy) primary flight control system is described incorporation of this type of control system in a tactical vehicle is expected to provide benefits in enhanced survivability, reliability, maintainability, cost of ownership, aircraft design freedom, and aircraft maneuvering performance. The simulations and ground-based system compatibility testing performed to verify equipment performance and establish high level of pilot confidence prior to flight, are discussed. A summary of the flight test results obtained during 84 successful flights is presented. Flight test results indicate that the F-4 with the SFCS installed exhibits greatly improved handling qualities over those characteristic of the production F-4. This aircraft incorporating control configured vahicle and maneuver load control conceptual features was successfully test-flown and evaluated Results obtained from the pilot-in-the-loop simulations and actual flight tests are discussed. Flight test results verify that significant performance improvements in combat maneuvering envelope. buffer levels, and specific excess power are achievable in the F-4 with judicious application of control configured vehicle

N75-30040 Air Force Armament Leb., Eglin AFB, File.
WEAPON DELIVERY IMPACT ON ACTIVE CONTROL
TECHNOLOGY

H. Smith and Dava Carleton (AFFDL) In AGARD Impact of Active Control Technol. on Airplane Design. Jun. 1971. 14 p. refs. (For availability see. N75-30027.21-01)

The need for cooperative efforts among the laboratories/testorganizations and users is emphasized to improve and properly match siroraft pointing and armament component accuracies to achieve the maximum effectiveness with conventional weapons The Data Measurement Programs of the Armament Development and Test Center/Air Force Armament Laboratory are discussed, including the results and plans for the Instrumented Rack/Bomb and Gunnery Pipper/Firsline Trace and Impact Pattern Model Programs. The Active Control Technology Programs of the Air Force Flight Dynamics Laboratory including objectives, designs. and results of the Tactical Weapon Delivery (TWeaD) Program are discussed. The objectives of the Multimode Control and the Control Configured Vehicle/Advanced Fighter Technology Integrator Programs are delineated, it is concluded that incorporation of active control technology and matched armament component accuracies in future weapon systems shows promise for considerable improvement in the effectiveness of unguided wespons.

N78-20041 Air Force Flight Dynamics Lab., Wright-Patterson AFB, Ohlo.

CONTROL CONFIGURED VEHICLES 8-82 PROGRAM RESULTS

Bruce T. Kujawski In AGARD Impact of Active Control Technol. on Airplane Design Jun. 1975 8 p refs (For availability see N75-30027 21-01)

The concepts considered for the CCV B-52 program, and the expected benefits are discussed. The system design criteria are described along with the maneuver load control system. An off design condition is evaluated. F.O.S.

N75-30042 Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany)

A QUADRUREDUNDANT DIGITAL FLIGHT CONTROL SYSTEM FOR CCV APPLICATION

Wolfgang J. Kubbat /n AGARD Impact of Active Control Technol. on Airplane Design Jun 1975 9 p (For availability see N75-30027 21-01)

A parallel redundant digital fly-by-wire system is described, it will be tested in the neer future on a CCV-test sirroraft (modified F-104 G) Starting from a fall-op, the reasons for the choice of a digital system are outlined. The system works with freely programmable identical sirborns computers which run identical software. The computers perform the control laws and act also as central voters and monitors. Basic of the design is the principle of majority decision with elimination of a failed component. Finally the Quadruplex system represents a functional integration of autopilot, stabilization, air data computation and built-in-test-oquipment.

N76-30043 Naval Air Davelopment Centar, Warminster, Pa. THE ASSET (ADVANCED SKEWED SENSORY ELECTRONIC TRIAD) PROGRAM

C. R. Abrams and W. D. Weinstein (Grumman Aerospace Corp.) in AGARD. Impact of Active Control Technol. on Airplane Design Jun. 1975. 12 p. refs (For availability see: N75-30027, 21-01).

A redundant arrangement of angular rate sensors with skewed input axes, dispersed on an aircraft bulkhead, was designed for fly-by-wire control applications. Compared to other redundant configurations, it best satisfied system reliability, survivability, and maintenance requirements. By also utilizing a high reliability solid-state angular rate sensor, expected maintenance costs will be decreased. The data management system designed for the ASSET configuration featured a parallel path failure detection and isolation algorithm. A unique method of selecting failure thresholds was developed to insure that false alarm probability and system errors were minimized. The results of this effort will contribute to the practical implementation of a digital fly-by-wire system, since a successful attempt was made to match proposed operational requirements. The ASSET concept will therefore provide a fail-operational and combat-survivable set of rate sensors designed to interface with all active control systems, regardless of redundancy requirements.

N75-30044 Marconi-Elliott Avionic Systems Ltd., Rochester (England). Flight Control Div.

THE RELEVANCE OF EXISTING AUTOMATIC FLIGHT CONTROL SYSTEMS TO THE FUTURE DEVELOPMENT OF ACTIVE CONTROL

R. Ruggles, D. Sweeting, and I. A. Watson. In AGARD. Impact of Active Control Technol. on Airpiane Design. Jun. 1975. 15 p. refs. (For availability see N75-30027. 21-01).

Some relevant examples of failure-survival automatic flight control systems are examined to show how the results of their design implementation and operational usage can contribute to the successful introduction into full-time use of active control technology (ACT). Ground rules which were evolved some years ago for such redundant systems are re-examined of full-time ACT. The important parameters affecting the successful design of a full-time ACT system are discussed. Some of the problem areas are mentioned and the use of some existing techniques for successful certification are suggested. The step from current fail-operative systems relying on some reversionary system to full-time ACT is examined. The design requirements for the hardware and software for digital computations are detailed and some special problems of digital systems are highlighted and solutions are suggested. Some of the problems of system components such as sensors, computers and actuators are discussed. Author

N75-30045 Sperry Rand Corp., Phoenix, Ariz. Sperry Flight Systems.
PRODUCTION DESIGN REQUIREMENTS FOR FLY BY WIRE SYSTEMS

J. Flannigan and J. Emfinger *In AGARD* Impact of Active Control Technol. on Airplane Design Jun 1975 11 p refs (For availability see N75-30027 21-01)

The problems of specifying design requirements for production Fly-By-Wire (FBW) flight control systems are addressed based on current state-of-the-art trends. The design goals and requirements of two development FBW programs are reviewed. Emphasis is placed on the impact of specific requirements on hardware mechanization complexity. Of particular interest is the sensitivity of FBW system design to safety, survivability and mission reliability requirements, and to related subsystem and interface concepts. Experience to date is used to provide recommendations and insight into specifying practical design requirements for production FBW systems.

N75-30046 British Aircraft Corp. (Operating) Ltd., Bristol (England). Avioritos Engineering Dept. EXPERIENCE WITH THE CONCORDE FLYING CONTROL EXPERIENCE.

Neville Brenchley and Ronald Grant In AGARD Impact of Active Control Technol. on Airplane Design Jun 1975 14 p (For availability see N75-30027 21-01)

The Concorde Flight Control System is discussed along with its performance, reliability, and behavior in flight. Possible future developments are considered.

Author

N75-30047 Societe Nationale Industrielle Aerospatiale, Toulouse

DESIGN OF AN ENTIRELY ELECTRICAL FLYING CONTROL

G Brohanne, R Deque, and M. Bossard. In AGARD Impact of Active Control Technol on Airplane Design. Jun. 1975. 13 p. (For availability see N75-30027. 21-01).

After reviewing the reasons for using entirely electrical flying controls, that is controls without mechanical stendby systems, and defining the control modes available for a transport alicraft, the general architecture of the system is described. It is shown that if safety requirements impose minimum redundancy, several precautions must be taken for the theoretical reliability achieved by this redundancy to be real. The equipment required is described briefly. From a maintenance point of view, the complexity of the system is compared with that of the flying controls on existing aircraft.

Author

N75-30048 Royal Aircraft Establishment, Farnborough (England) Flight Systems Dept

THE HUNTER FLY-BY-WIRE EXPERIMENT: RECENT EXPERIENCE AND FUTURE IMPLICATIONS

F. R. Gill and P. W. J. Fullham In AGARD Impact of Active Control Technol. on Airplane Design Jun. 1975 12 p. refs. (For availability see N75-30027 21-01)

The impact of active control technology on the design of future aircraft depends on the development of full-time and full authority control systems which have an integrity similar to that of the basic airframe. One of the major items of the R and D Programme in the UK which is aimed at providing this flight experience with this system is described. The implications of the future application of active control technology are discussed in terms of the airworthiness problem, and the manner of designing systems so as to ease the certification of high integrity, full-time and full authority control.

Author

N78-30049° National Aeronautics and Space Administration. Flight Research Center, Edwards, Calif. P-8 DIGITAL FLY-BY-WIRE FLIGHT TEST RESULTS VIEWED FROM AN ACTIVE CONTROLS PERSPECTIVE

Kenneth J. Zelai and Dwain A Deets. In AGARD. Impact of Active Control Technol on Airplane Design. Jun. 1975. 14 p. refs. (For availability see: N75-30027, 21-01).

The results of the NASA F-B digital fly-by-wire flight test program are presented, along with the implications for active controls applications. The closed loop performance of the digital control system agreed well with the sampled-date system design predictions. The digital fly-by-wire mechanization also met pilot flying qualities requirements. The advantages of mechanizing the control laws in software became apparent during the flight program and were realized without secrificing overall system reliability. This required strict software management. The F-B flight test results are shown to be encouraging in light of the requirements that must be met by control systems for flight-critical active controls applications.

N78-30080 Boeing Commercial Airplane Co., Seattle, Wash USE OF ACTIVE CONTROL TECHNOLOGY TO IMPROVE RIDE QUALITIES OF LARGE TRANSPORT AIRCRAFT

Gerald C. Cohen and Richard L. Schoenman. In AGARD. Impact of Active Control Technol. on Airplane Design. Jun. 1975. 16 p. refs. (For availability see N75-30027-21-01)

The analyses, construction, and flight testing of two systems, Beta-vane, and model suppression augmentation system (MSAS), which were developed to suppress gust induced lateral accelerations of large aircraft are described. The Boeing 747 transport was used as the test vehicle. The purpose of the Beta-vane system is to reduce acceleration levels at the dutch roll frequency whereas the function of the MSAS system is to reduce accelerations due to flexible body motions caused by turbulence. Data from flight test, with both systems engaged, shows a 50-70 percent reduction in lateral aft body acceleration levels It is suggested that present day techniques used for developing dynamic equations of motion in the flexible mode region are limited. These techniques produce results which are satisfactory. for analyzing dynamic loads and stability problems, but may be insufficient for development of active control systems operating in the same frequency region Author

N75-30051 Lookheed-Georgia Co., Marietta.
THE C-BA ACTIVE LIFT DISTRIBUTION CONTROL SYS-

William F Grosser, Wayne W Hollenbeck, and Don C Eckholdt In AGARD Impact of Active Control Technol, on Airplane Design Jun. 1971 18 p. refs (For availability see N75-30027 21-01)

The technical details are presented of the development of the Active Lift Distribution Control System (ALDCS) for the C-5A aircraft. A structural loads, and flutter-control system interaction are developed in such a way that the unique aspects of the analysis, aeroelestic wind tunnel test, and flight test portion are bound together to indicate the system design characteristics performance. The purpose of the ALDCS is to reduce gust and maneuver incremental wing root banding moments while minimizing the effects of the control system on torsion, flutter. and flying qualities. These criteria are based on axial load reduction as a means of improving wing fatigue endurance without significantly affecting existing flutter margins or handling qualities. Even though this is a retrofit system which was required to use as much existing hardware as possible, throughout the flight test all design goals were met. The system is currently planned to be many stured and installed on the fleet during the next several years.

N75-30052# Advisory Group for Aerospace Research and Development, Paris (France).
THE GUIDANCE AND CONTROL OF V/STOL AIRCRAFT AND HELICOPTERS AT NIGHT AND IN POOR VISIBILITY May 1975 281 p rafs in ENGLISH and parity in FRENCH Presented at the 18th meeting of the Guidance and Control Panal of AGARD. Stuttgart, 14-16 May 1974 (AGARD-CP-148) Avail: NTIS HC\$8.75

Reports are presented concerning (1) requirements, tasks, and environments; (2) performance and design of low light, infrared, and other sensors; (3) man/machine interface; (4) navigation and guidance; and (5) implications on flight control, and autopilot design. For individual titles, see N75-30053 through N75-30051

N75-30053 Ministry of Defence, Bonn (West Germany).
THE USE OF HELICOPTER CAPABILITIES IN EAD
WEATHER MEEDS AND REQUIREMENTS FOR FUTURE
EQUIPMENT

K. W. Ernst In AGARD The Guidence and Control of V/STOL Alroraft and Helicopters at Night and in Poor Visibility May 1975 8 p (For availability see N75-30052 21-01)

The operational requirements and problems for improving the use of helicopters in bad weather conditions are discussed. The characteristics for the wide spectrum of applications are given along with flight profiles for bad weather. F.O.S.

N78-30064 Army Operational Test and Evaluation Agency, Fort Belvoir, Va.
TRADEOFFS BETWEEN CREW TRAINING AND EXOTIC EQUIPMENT FOR NIGHT AND FOUL WEATHER FLYING

Elmer R. Ochs. In AGARD. The Guidance and Control of V/STOL Aircraft, and Helicopters at Night and in Poor Visibility. May 1975. 2 p (For availability see N75-30052 21-01).

The requirement for an all-weather, night flying capability is discussed. The solution to achieving this capability is some combination of man-machine capability. A combination which must be reasonably attainable and which represents the best balance between the benefits and burdens associated with both the man and the machine. If the focus is weighted toward the man portion of the equation in order to reduce the machine cost and maintenance burdens, the risk is faced of creating an unacceptable training burden. If the focus shifts too far toward the machine solution, the converse overburden may result. A first step in attacking the problem is to determine the boundaries. The outer boundary is represented by the state of the art while the inner boundary is a full appreciation of what can be accomplished with current assets. A clear understanding of this inner boundary or base line is necessary to objectively assess the additional man-machine requirements which will provide a viable night, foul weather flying capability.

N75-30056 Army Combat Developments Experimentation Command, Fort Ord, Calif.

EFFECT ON NAP-OF-THE-EARTH REQUIREMENTS ON AIRCREW PERFORMANCE DURING NIGHT ATTACK HELICOPTER OPERATIONS

In AGARD. The Guidence and Control of V/STOL Aircraft and Helicopters at Night and in Poor Visibility May 1975 10 p refs (For availability see N75-30052 21-01)

Night nap-of-the-earth (NOE) flight is described as it relates to three major areas: man, machine, and operational use. The findings and operational experience reported were encountered in exploratory efforts for a major field experiment. Activities discussed include aviator selection and training, psychological and physiological effects, mission planning, map reading and terrain interpretation, aircraft handling, emergency procedures, and man-machine operations. Behavioral research requirements and other needs established for night NOE training and operations by current scout and attack helicopters are presented, and a training program for night NOE training is offered as a general

N75-30056 United Aircraft Corp., Stratford, Conn. Sikorsky

H-63 NIGHT OPERATIONS

Richard L. Mills In AGARD The Guidance and Control of V/STOL Aircraft and Helicopters at Night and in Poor Visibility May 1975 8 p refs (For availability see N78-30052 21-01)

The H-53 Night Operation System (NOS) includes night vision equipment and an approach and hover coupler. The automatic approach and hover coupler subsystem permits the pilot to transition automatically over all types of terrain, including mountains, from search aititude and cruise speed to a hover and automatically maintain the hover. The night vision equipment extends this depablility to night flights. The basic system was declared operational by the United States Air Force following a ninety-day combat evaluation in Southeast Asia. It is also used by foreign military. Extensive flight testing and operational use have led to additional development tests to further the capabilities of NGS. Flight test results of a prototype symbology generator and prototype electronic localities muter hover coupler are discussed along with the night visior a paper and the approach and hover coupler.

N75-30057 Human Engineering Labe., Aberdeen Proving Ground,

UE ARMY EXPERIENCE IN LOW-LEVEL NIGHT FLIGHT

Robert W. Bauer In AGARD The Guidance and Control of V/STOL Aircraft and Helicopters at Night and in Poor Visibility May 1975 6 p. refs (For availability see N75-30052 21-03)

During the period of U.S. conflict in Southeast Asia there were a number of air operations conducted under adverse visibility conditions or at night. There were even a few night operations involving large numbers of aircraft, but most were made up of one or two aircraft, engaged in an insertion, extraction, long-range patrol or supply movement. Some lessons learned from these experiences are reviewed. Current developments and testing have demonstrated an improved capability in night flight, using either selected specialists without night vision systems or a wider group of aviators aided by the night vision goggles. The electroluminescent formation flight lights and rotor-tip lights have greatly increased safety in formation flights at night. But each approach has been hampered by design limitations in display panels, poor lighting quality and poor lighting control in the aircrew stations. Landing in dark unimproved areas, navigation over unfamiliar terrain and target acquisition also present special problems which have not yet been completely overcome. Author

N75-30068 Messerschmitt-Boeikow-Blohm G.m.b.H., Ottobrunn

REQUIREMENTS FOR OPERATION OF LIGHT HELICOP-TERS AT NIGHT AND IN POOR VISIBILITY

M. Rade In AGARD The Guidance and Control of V/STOL Aircraft and Helicopters at Night and in Poor Visibility

1975 12 p refs (For evellability see N75-30082 21-01)
Normally the VTOL-ability of helicopters is not used under instrument Flight Rules. For helicopter missions at night and in pour visibility special devices are necessary, but there are only some experimental systems partly derived from devices for fixed wing sirgraft. Basic requirements for normal missions will be defined. They include handling qualities, navigation equipment and landing sids. The use of sensors giving high definition pictures of the terrain in nonvisual conditions are considered. Secondary requirements are generated by some problems resulting from the full use of the all weather capability. They consist of the concept of automatic flight-control-systems and displayarrangements for the pilot. These additional requirements depend on the planned missions and on the possibilities, which are given by the type of helicopter As important conditions for special missions delcing, noise reduction, infrared and radar camouflage will be discussed

N76-30059 Royal Aircraft Establishment, Farnborough (England). HELICOPTER AVIONICS: UK RESEARCH PROGRAMME

H. B. Johnson In AGARD The Guidance and Control of V/STOL Aircraft and Helicopters at Night and in Poor Visibility 1975 7 p refs (For availability see N75-30052 21-01)

A limited review of the status of UK avionic systems for helicopters is given and the current needs of military helicopters discussed. The rapidity with which the use of helicopters has grown is such that it is no longer possible to meet these needs by simple modification of off the shelf equipment A program of research and development work specifically directed towards the needs of helicopters is outlined. This program is centered around the use of a Sea King Mk I helicopter and Is almed at equipping this vahicle with a number of new equipments in the areas of flight control, electronic displays and computer aided navigation. Particular emphasis is placed on the development of night vision systems for use in helicopters and an experimental pilot's TV system is described. This will be used to explore fundamental aspects of imaging systems prior to the use of an LLTV camera for typical night flying tasks.

N78-30060 Naval Weapons Center, China Lake, Calif.
MICROWAVE RADIOMETRIC ALL-WEATHER IMAGING AND PILOTING TECHNIQUES

Robert P. Moore In AGARD The Guidence and Control of V/STOL Aircraft and Helicopters at Night and in Poor Visibility

May 1975 10 p (For availability see N75-30052 21-01) The Naval Wespons Center (NWC), China Lake, Calif., U.S.A. has developed a millimeter-wave radiometer capable of producing high-quality images. Automatic terrain correlation aircraft navigation was demonstrated using real-time in-flight digital processing. For V/STOL aircraft and helicopter applications during hover and descent, a system capable of rapid two-dimensional scanning will be the most useful. It is indicated that automatic navigation can be carried out with a very economical nonsuanning

N75-30061 Royal Alteraft Establishment, Famborough (England). Instrumentation and Ranges Dept.
APPLICATIONS OF LOW LIGHT TELEVISION TO HELICOPTER OPERATIONS

R. J. Corps. In AGARD. The Guidance and Control of V/STOL Aircraft and Helicopters at Night and in Poor Visibility. May 1975. 2 p. (For availability see N75-30052 21-01)

The status of LLTV systems in the UK is reviewed. With the aid of cine film, practical results which have been obtained with several systems from helicopters during recent years are

N75-30062 Army Electronics Command, Fort Monmouth, N.J.

AN OPTICAL RADAR SYSTEM FOR OBSTACLE AVOID-ANCE AND TERRAIN FOLLOWING

C. M. Kellington In AGARD The Guidance and Control of V/STOL Aircraft and Helicopters at Night and in Poor Visibility May 1975 6 p refs (For availability see N76-30052 21-01)
The operational requirements are discussed for obstacle

avoidance and terrain following systems, the nature of obstacles. the tradeoff considerations involved in the selection of a laser for a system and finally a unique state of the art carbon dioxide (CO2 - 10.6 micron) laser radar system presently under development. Atmospheric penetration properties of the 10 micron radiation which permit moderate weather operation are deduced. The main thrust centers around a technical description of the CO2 system which is called the Laser Obstacle/Terrain Avoidance Warning System (LOTAWS). System parameters e.g., 30 KHz pulse rate, 10 watts average power, 1/3 milliradian beamwidth, 300 nanosecond pulse width, 20 deg x 20 deg field of view, etc., and the methods by which they are achieved are discussed. Other system characteristics including the local oscillator, IF bandwidth, AFC loops, scanner and scan patterns, signal processing, and display to the pilot are discussed. Finally, plans for integration of the LOTAWS with other airborne equipment, including forward looking IR sensors and flight tests beginning in 1974 are outlined

N75-30063 Royal Radar Establishment, Malvern (England) Airborne Radar Group.

IN THERMAL IMAGING SENSORS FOR HELICOPTERS

F. A. Holmes. In AGARD. The Guidance and Control of V/STOL Aircraft, and Helicopters at Night and in Poor Visibility. May 1975. 4 p (For availability see N75-30052 21-01).

The general requirements are considered for night vision sensors which can assist the helicopter crew in their flying and tactical tasks during night operations. It is shown that two classes of sensors are needed, one for the pilot to fly the helicopter and the other for surveillance and target acquisition. The performance parameters required for each class of sensor are analyzed and some of the constraints and compromises on the sensor design are considered. The parameters thus derived show that a common sensor is not compatible for both the flying and target acquisition functions. Some of the vehicle integration and systems interface aspects are discussed to indicate that the final cost-affective choice is most likely to be determined from the overall system considerations rather than that of the IR sensor. Display requirements for both functions are shown to lead to larger units than are currently considered possible for cockpit installation, and matching of the sensor display and operator performances are likely to be the main problem in future

N75-30084 Army Night Vision Lab., For Beivoir, Va. NIGHT VISION IMAGING SYSTEM DEVELOPMENT FOR LOW LEVEL HELICOPTER PILOTAGE

Flight test data of low level night operations in UH-1 helicopters using electro-optical image forming sensors as a pilot flight aid are presented, along with details of the systems used in the investigations. Significant findings and major problem areas driving future work are given along with some present night vision pilot aids. Finally, long range night vision developments for helicopter pilotage are examined.

Author

N75-30065 Army Electronics Command, Fort Monmouth, N.J. Avionics Lab.

LOW LEVEL NIGHT OPERATIONS OF TACTICAL HELICOP-

William J. Kennesily In AGARD The Guidance and Control of V/STOL Aircraft and Helicopters at Night and in Poor Visibility May 1975–14 p. refs (For availability see N75-30052-21-01) Initial results are presented of the U.S. Army's Low Level

initial results are presented of the U.S. Army's Low Level Night Operations Program, an on-going research program to define Avionic equipment parameters for low level night and adverse weather conditions. Results of the program include quantitative data on the performance of pilots flying at low level with varying levels of avionic equipment augmentation (e.g. none, Night Vision Goggles, FLIR, LLLTV and Rader); simulation and experimental flight test data on conceptual systems (e.g. symbolically augmented visual imaging systems) as well as experimental measurements of various candidate hardware for obstacle detection. The results are utilized to develop preliminary conceptual avionic systems for low level night operations as well as to identify areas in which additional research is required. Future research efforts directed to identified barrier problems are also presented.

N75-30066 Royal Radar Establishment, Malvarn (England).
TERRAIN AVOIDANCE RADAR USING OFF-BORESIGHT
TECHNIQUES

W. M. Nixon In AGARD The Guidance and Control of V/STOL Aircraft and Helicopters at Night and in Poor Visibility May 1975 6 p refs (For availability use N75-30052 21-01)

The two dimensional techniques (height, range) used in Terrain-Following systems were extended to three-dimensional (height, range, distance off-track) by the use of off-boresight processing. Such techniques enable the high data rate volumetric cover required in Terrain-Avoidance (TA) systems to be achieved. Various methods of off-boresight processing are mentioned and the amplitude/phase conversion method used in an experimental UK, monopulse radar is described in some detail. Signal validation techniques which reject signals of small amplitude or which appear from outside the calibrated angular range of the system are described and a possible method of presenting the TA information to a pilot is shown. A simple approach was made to the comparison of amplitude monopules and interferometer systems. It is concluded that there is little difference in the sensitivities of the

two systems in general but that operational constraints will govern the choice between them. Author

 $\mbox{N75-30087}$ - Princeton Univ., $\mbox{NJ},$ - Dapt of Aerospace and Mechanical Sciences.

DISPLAY FOR APPROACH AND HOVER WITH AND WITHOUT GROUND REFERENCE

Theodor A. Dukos In AGARD The Guidance and Control of V/STOL Alteraft and Helicopters at Night and in Poor Visibility May 1975 8 p. refs (For svallability see N75-30052 21-01) (Contracts DAAB07-72-C-0181, DAAB07-74-C-0051)

The various elements of flight variable information available from an image display are discussed from the point of view of image enhancement by means of superimposed symbology. The significance of a heading reference for accurate positioning is emphasized. Two particular symbology formats are described. For approach and hover unaided by ground based instrumentation, the position information obtainable from an image display is improved by superposition of an electronically stabilized 'terrain marker'. If a radisting point source is available on the ground, quantitative error information can be derived from suitable instrumentation, and the deviation from a nominal point can be displayed superimposed on the image. Additional flight variable information (horizon, sirspeed, climb rate, etc.) is also incorporated.

N76-30068 Royal Altereft Establishment, Farnborough (England) Avionica Dept.

THE FLIGHT DEVELOPMENT OF ELECTRONIC DISPLAYS
FOR V/STOL APPROACH GUIDANCE

J. N. Bairett and R. G. White In AGARD. The Guidance and Control of V/STOL Aircraft and Helicopters at Night and in Poor Visibility May 1975–16 p. refs (For availability see N75-30052 21-01).

Two series of flight trials are described which were simed at the development of electronic displays for the approach guidance of V/STOL sircreft in visual and IFR conditions. The first series of trials was flown in the Canadair CL84 and was aimed at extending the approach capability of current operational V/STOL aircreft. The second, flown in the Shorts SC1, investigated the terminal guidance of inter-city VTOL transport aircreft. Performances achieved in the two trials are discussed, and display and flight control system changes are recommended. Author

N75-30069 Royal Aircraft Establishment, Farnborough (England).
Experimental Flying Dept.
PILOTING ASPECTS OF V/STOL APPROACH GUIDANCE

C. C. Rustin In AGARD The Guidance and Control of V/STOL Airgraft and Heliuopters at Night and in Poor Visibility May 1975 9 p. refs (For availability see N75-30052 21-01)

A pilot's viewpoint is presented of the results of the handling, display, and operational aspects encountered during the flight trials of the GL-84 and SC-1 aircraft.

Author

N75-30070 Bell Helicopter Co., Fort Worth, Tex.
RESEARCH ON DISPLAYS FOR V/STOL LOW-LEVEL AND IMC OPERATIONS

Dora Dougherty Strother and Hubert W. Upton In AGARD The Guidance and Control of V/STOL Aircraft and Helicopters at Night and in Poor Visibility May 1975 11 p refs (For availability see N75-30052 21-01)

The results of several research studies covering cookpit displays and their effect on the performance of helicopter pilots. These studies evaluated displays used for the guidance and control of helicopters at night and in restricted visibility, especially for operations at extremely low slittudes.

Author

N75-30071 Human Engineering Labs . Aberdeen Proving Ground, Md.

FLIGHT SYMBOLOGY AUGMENTATION OF SENSOR DISPLAYS

William B, DeBellis and Clarence A, Fry In AGARD. The Guldance and Control of V/STOL Aircraft and Helicopters at Night and In Poor Visibility May 1975. 8 p. refs (For availability see N75-30052.21-0.11).

A study is described in which scales were designed to provide altitude, airspeed, and heading information, and were combined into six candidate flight display formats. Both moving and fixed scales are considered. A repeated measure factorial experiment was designed to use response time and control error as dependent

variables, and display format and scale indication as independent variables. Twelve Army aviators flew each format under static base simulation condition by providing a cyclic control stick response to various scale value changes. It was hypothesized that display formats with markedly differing scale types would strongly affect the pilot's response times and errors, but multivariate and univariate analysis of variances did not verify this hypothesis. There were pronounced differences, but only between individual scale indications. Significant differences in pilot performance between display formats at ose from differences in scale factor rather than from the types of scales. Author

N75-30072 Standard Electrik Lorenz A.G., Stuttgert (West Germany)

NEW RADIO NAVIGATION AIDS BASED ON TAGAN PRINCIPLES

M. Boehm and E. Coors In AGARD. The Guidance and Control of V/STOL Aircraft and Helicopters at Night and in Poor Visibility May 1978. 22 p (For availability see N75-30052 21-01)

The German TACAN family concept with MITAC as an advanced micro-TACAN airborns equipment, FOTAC as a station keeping system, ORTAC-M as a new enroute navigation aid, and SETAC as a landing aid, meets tectical requirements for cargo as well as attack helicopters with reasonable cost of procurement and ownership. Small radio aids for special purposes can be derived from this equipment family (for example, short range omnidirectional beacon (SROB)). The TACAN-mini-beacon SROB works with a 15 Hz-modulation-signal only, and gives omnidirectional azimuth and distance information to an aircraft within 30 NM of the station. The antenna system works without movable parts and generates a rotating cardioid-pattern by feeding RF-energy from an electronic goniometer to fixed radiating elements. Precautions were taken to achieve highly precise horizontal patterns independent of the operating frequency, thus keeping the inherent error of the system F less than or equal to 3 dag over the entire TACAN-band. Experiments under field conditions, using a normal TACAN-airborne-equipment, show the desired operational properties of the system.

N75-30073 Office National d'Études et de Recherches Aerospatiales, Paris (France). A QUIDANCE SYSTEM FOR FIXED OR ROTARY WING AIRCRAFT IN APPROACH AND LANDING ZONES

Jean Besson In AGARD The Guidance and Control of V/STOL Aircraft and Helicopters at Night and in Poor Visibility May 1975 8 p refs in FRENCH; ENGLISH summary (For availability ass, N75-30052 21-01)

The proposed system for guiding fixed or rotary wing aircraft in approach and lending zones makes use of the time-frequency principle. It ensures all weather guidance over a few kilometers or, in a more sophisticated form, the ground control of aircraft in approach. It is based on the measurements of the distance separating the moving vehicle from a number of ground stations. Its main advantages are: the use of independent measurements, time multiplexing avoiding frequency cluttering, and the possibility of entering into a multifunction integrated system. Author

N75-30074 VDO-Luftfahrtgerante Werk Adolf Schindling G.m.b.H., Frankfurt (West Germany).

THE NUCLEAR LANDING AID FOR HELICOPTERS DURING THE FINAL APPROACH PHASE

Karl H. Busch In AGARD The Guidence and Control of V/STOL. Alteraft and Helicopters at Night and in Poor Visibility May 1975—13 p (For availability see N75-30052 21-01)

A method and procedure are described for landing a helicopter in poor visibility on a beam generated by two gamma-ray sources. The one source gives the pilot the distance on the flightpath to go and to land safely in front of the source, the other gives pitch—and—bank-commands—indicated with a cross-pointer-instrument. The aim was to get a light weight, unsophisticated device with simple ground equipment for which batteries and power generators can be omitted. The prototype-equipment on board the helicopter consists of three gamma-ray detectors and one electronic box to drive the instruments, while the ground equipment consists of one shielding case with both the sources and collimators inside. The center line of the beams can be adjusted to different pitch angles by jurning the case around the horizontal axis.

N75-30076 MEL Equipment Co. Ltd., Crawley (England).
DEVELOPMENTS IN THE MADGE LANDING AID
D. Atter /n AGARD The Guidance and Control of V/STOL

Aircraft and Helicopters at Night and in Poor Visibility 1975 7 p refs (For availability see N75-30052 21-01)

Microwave aircraft digital guidance equipment (MADGE) is a portable approach and landing aid suited to tactical operations involving helicopters, V/STOL, or fixed-wing aircraft operating into secondary airfields and confined landing sites. The equipment is capable of providing the equivalent of civil category-liperformance when deployed at runway threshold or on a helicopter pad. Rapid deployment is possible by two men, and the equipment can be operational within 15 minutes of arrival at the landing site. Up-dated information is provided on the development status of the equipment; some aspects are described of exploitation of the system's flexibility afforded by the integral two-way selectively addressed data link in conjunction with the wide-angle coverage and availability of sircraft coordinates both in the air and on Author

N75-30076 Air Force Avionics Lab., Wright-Patterson AFB. Ohio.

DEVELOPMENTAL MICRON LABORATORY TEST RE-SULTS

Robert R, Warzynski and George C, Radio In AGARD. The Guidence and Control of V/STOL Aircraft and Helicopters at Night and in Poor Visibility. May 1975. 3 p. (For svailability see N75-30052 21-01)

A moderately accurate, low dost of ownership inertial navigator system, called micro-navigator (MICRON) was developed which will satisfy a wide range of applications including V/STOL sircraft and helicopters. The gyroscope for MICRON is an electrostatic gyro (ESG) operated in a strapdown mechanization. The gyrosperformance in a developmental MICRON system, designated the N57A-1, was verified. The N57A-1 was subjected to heading sensitivity, repeatability, sonraby, shock, vibration, angular rates, dold soak, and mobile tests; over 70 navigation runs were conducted. The N57A-1 demonstrated performance better than the goals of 1 nm/hr and 5 ft/sec for all tests. Author

N78-30077 Boeing Vertol Co., Philadelphia, Pa. HEAVY-LIFT HELICOPTER FLIGHT CONTROL SYSTEM DESIGN

E. D. Diamond and J. M. Davis. In AGARD. The Guidance and Control of V/STOL Aircraft and Halicopters at Night and in Poor Visibility. May 1975. 10 p. (For availability see N75-30052 21-01).

The Army heavy-lift helicopter (HLH) is designed to operate under instrument flying conditions. Dynamic performance, reliability, and survivability considerations, led to selection of a fly-by-wire flight control system with no mechanical backup. Present helicopter handling qualities are generally not acceptable to fly with heavy external loads (up to 35 tons in the HLH case) into unprepared areas under instrument conditions. This mission required development of new helicopter handling qualities including automatic precision hover hold, linear velocity control responses, load stabilization, and automatic approach to hover Efficient hover and low-speed operations necessitated incorporation of a rear-facing station for a load controlling prewmen, who has separate aircraft controls optimized for the precise maneuvaring and trim-hold functions required for cargo transfer Development of the HLH primary and automatic flight control systems is discussed. Pertinent flight simulation and hardware ground- and flight-test results are reported

N75-30078 Royal Aircraft Establishment, Farnborough (England)
HELICOPTER AUTOMATIC FLIGHT CONTROL SYSTEMS
FOR FOOR VISIBILITY OPERATIONS

P. Robinson, J. L. Hollington (Smiths Industries Ltd.), and J Meadows (Smiths Industries Ltd.) In AGARD. The Guidence and Control of V/STOL Aircraft and Hollcopters at Night and in Poor Visibility May 1975—13 p. rofs (For availability see N75-30052 21-01)

Operations are described which halicopters may be required to carry out at night and in poor visibility. Because of the very high pilot work load likely to arise in these situations, it is shown that the helicopter should be equipped with an autostabilization system having a defect-survival capability. One system which meets this requirement was developed for installation and rails in a Ses King helicopter. This system is triplex, with digital computation and has the development potential to include autopilot facilities, sophisticated control techniques, and extended system radundancy. The redundancy philosophy together with salient design and engineering details of the system are described.

N75-30079 Sperry Rend Corp., Phoenix, Ariz AN AUTOMATIC FLIGHT CONTROL SYSTEM FOR A HELICOPTER NIGHT LANDING SYSTEM

R. J. Miller and E. R. Tribken In AGARD. The Guidance and Control of V/STOL Aircraft and Helicopters at Night and in Poor Vialbility May 1975. 9 p. refs (For availability see N75-30052. 21-01)

An automatic flight control system (AFCS) is described which provides the vehicle with handling qualities sufficient for the pilot to perform IFR approach and landings manually, using cockpit displays. It provides absolute maximum operational simplicity so as not to contribute to cockpit workload already increased by the requirement to operate display controls. The AFCS provides stability and command augmentation in pitch, roll and yaw, and the pilot relief functions of pitch, roll, heading hold, and both barometric and radar altitude hold. To provide the improved handling qualities required for the night landing problem, feedback gains and shaping were chosen to attenuate basic aircraft response, and to provide model following of the closed-loop system. The rationale behind the specific aircraft response provided by the system for this mission, the establishment of the operational characteristics and procedures, and the implementation of the system are described in detail. Author

N75-30080 Societé de Fabrication d'Instruments de Mesure SFIM. Massy (France).

LOW VISIBILITY APPROACH OF HELICOPTERS AND ADAC AIRCRAFT [L'APPROCHE SANS VISIBILITIE DES HELICOPTERES ET DES AVIONS ADAC. CONSIDERA-TIONS SUR LE DEVELOPPEMENT ET RESULTATS OPERA-TIONNELS]

J. C. Grisard In AGARD The Guidance and Control of V/STOL Alroraft and Helicopters at Night and in Poor Visibility May 1975 22 p in FRENCH (For availability see N75-30052 21-01)

The development of prolonged helicopter flight capability without visibility was examined. Automatic pilots and stabilization equipment were studied as possible methods of developing such flight. The SFIM principle was used to develop a family of automatic pilots for utilization in SA 330, SA 321, and the Alouette 3 VSV series helicopters. Operational results covering flight approach, control, and direction are given.

Transl. by E.H.W.

N75-30061 Naval Air Test Center, Patuxent River, Md. Flight Test Div.

US NAVY VTOL AUTOMATIC LANDING SYSTEM DEVELOP-MENT PROGRAM

MENT PROGRAM
Robert S. Buffum, Richard W. Huff, and Gerald L. Keyser In
AGARD The Guidance and Control of V/STOL Alroraft and
Helicopters at Night and in Poor Visibility May 1975 8 p (For

availability see N75-30052 21-011

The role of fixed and rotary wing VTOL in military missions was expanded with the advent of the light airborne multipurpose system and the sea control ship concepts. A project is described to coordinate the various technologies which impact on the capability of the pilot, the alreraft system and the landing environment, with a goal of an approach, hover, and landing under instrument meteorological conditions. A number of display and automatic control system development programs which will be of significance in the VTOL hover and landing are discussed. Hovering vehicle versatile automatic control is a research and development automatic flight control system which was utilized to develop the requirements for VTOL automatic approach, hover, and landing. The test program to date includes system definition of the vehicle dynamics via a sine wave forcing function method. Curved and straight path approaches were controlled by the airborne digital computer in a simulated microwave landing system environment.

N78-32001# Advisory Group for Aerospace Research and Development, Paris (France).

TWO-DIMENSIONAL SHOCK WAVE-BOUNDARY LAYER INTERACTIONS IN HIGH SPEED FLOWS

J. J. Ginoux, ed. (Von Karman Inst. for Fluid Dyn.) and R. H. Korkegi, ed (ARL) Jun 1975 117 p. refs

(AGARD-AG-203: AGARDograph-203) Avail: NTIS HC \$8.28 Two dimensional supersonic interactions are reviewed, including separation for laminar and turbulent flows. Theoretical developments in interacting flows are discussed, along with numerical techniques for calculating these flows, using finite difference and integral methods. Experimental studies are also

presented which were directed toward understanding the fluid mechanics of attached and separated regions of shock wave-boundary layer interaction in the supersonic and hypersonic flow For individual titles, see N75-32002 through N75-32007.

N75-32002 Aerospace Research Labe., Wright-Patterson AFB, Ohio.

THEORETICAL MODEL FOR VISCOUS INTERACTIONS

Wilbur L. Hankey, Jr. In AGARD Two-Dimensional Shock Wave-Boundary Layer Interactions in High Speed Flow Jun 1975 p 2-13 (For availability see N75-32001 23-01)

Theoretical development employing the boundary layer equations for interacting flows is discussed. Although differences in details exist between the various approaches, a general recipe has evolved for solving this class of flows, and a procedure was developed which nearly guarantees success. The following is a list of the necessary ingredients: (1) boundary layer program; (2) simple inviscid equation; (3) douple the boundary layer with the inviscid flow and solve simultaneously; (4) initiate the program with arbitrary initial conditions and iterate on these until the desired downstream boundary condition is satisfied, and (5) computing the reversed flow region.

N75-32003 Aerospace Research Labs., Wright-Patterson AFB. Ohio.

SPECIAL TOPICS

Wilbur L. Hankey, Jr. In AGARD Two-Dimensional Shock Wave-Boundary Layer interactions in High Speed Flows Jun. 1975 p 13-40 refs (For availability see N75-32001 23-01)

Two integrodifferential equations for the shear stress and heat transfer at the wall are included in place of the set of partial differential equations. The integral form is most useful when employing approximate techniques in that an integration tends to compensate for errors whereas a differentiation magnifies inaccuracies.

Author

N75-32004 Calapan Corp., Buffalo, N.Y.
THE DEVELOPMENT OF MODELS OF SHOCK WAVE
BOUNDARY LAYER INTERACTION

Michael S. Holden In AGARD Two-Dimensional Shock Wave-Boundary Layer interactions in High Speed Flow Jun. 1975 p 42-44 (For availability see N75-32001 23-01)

Theoretical study of shock wave-turbulent boundary layer interaction in supersonic and hypersonic flows in presented. The Crocco-Lees method in a modified form was used successfully to describe complete regions of shock wave-laminar boundary layer interaction in supersonic flow, if the mixing rate parameters were deduced from experiment. The analyses, to describe isminar and turbulent boundary layer separation, contain most of the features which are now used in analysis of viscous interaction regions.

J.A.M.

N78-32008 Caispan Corp., Buffalo, N.Y. EXPERIMENTAL FACILITIES AND MEASUREMENT TECHNIQUES

Michael S. Holden In AGARD Two-Dimensional Shock Wave-Boundary Layer Interactions in high Speed Flows Jun. 1975 p 44-48 (For availability see N75-32001 23-01)

Most early experimental studies of laminar and turbulent separated regions were conducted in conventional continuous or blowdown tunnels; there is an increasing use of facilities such as shock tunnels, gun tunnels, and Ludwieg tubes to achieve high Reynolds and Mach numbers. These latter facilities are discussed. Heat transfer instrumentation is studied, along with surface and flow field pressure measurements. Total temperature and hot-wire anemometer measurements are considered; finite span effects are also examined.

N75-32005 Calapan Corp., Buffalo, N.Y. SHOCK WAVE-LAMINAR BOUNDARY LAYER INTERAC-TIONS

Michael S Holden In AGARD Two-Dimensional Shook Wave-Boundary Layer interactions in High Speed Flows Jun. 1975 p 48-58 (For availability see N75-32001 23-01)

Qualitative features, strong interaction regime, leading edge bluntness, and surface curvature effects of shock wave-laminar boundary layer interactions were studied. Solutions in the week regime interaction regime, strong interaction regime, and normal pressure gradient were compared to experimental measurements of the integral forms of the boundary layer equations. J.A.M.

N75-32007 Calapan Corp., Buffalo, N.Y.
SMOCK WAVE-TURBULENT BOUNDARY LAYER INTERACTIONE

Michael S. Holden In AGARD Two-Dimensional Shock Wave-Boundary Layer Interactions in High Speed Flows Jun 1975 p 58-110 refs (For availability see N75-32001 23-01)

Boundary layer transition was studied at high speeds. Heat and skin friction measurements were compared with turbulent theories. Incipient separation, separated turbulent interaction regions, and unsteady characteristics of turbulent separated interaction regions were also investigated.

J.A.M.

N76-14018# Advisory Group for Aerospace Research and Development, Paris (France)

THE EFFECTS OF SUFFETING AND OTHER TRANSONIC PHENOMENA ON MANEUVERING COMBAT AIRCRAFT Jul. 1975 278 p. refs

(AGARD-AR-82) Avail: NTIS HC \$9.25

A number of papers were presented dealing with various aspects of buffeting, its causes, and its effects on maneuvering combat aircraft. Some of the aubjusts discussed includes operational problems at transonic speeds, human factors engineering, flow distribution at transonic speeds, dynamic response under buffeting conditions, stability and control, flight tests and wind tunnel techniques, and effects of configuration factors. For individual titles, see N76-14019 through N76-14031.

N76-14018 Royal Aircraft Establishment, Bedford (England).
THE OPERATIONAL PROBLEMS ENCOUNTERED DURING PRECISE MANEUVERING AND TRACKING 608
B. I. L. Hamilton In AGARD The Effects of Buffeting and other Transonic Phenomena on Maneuvering Combat Aircraft Jul. 1975 p. 1-8 (For availability see N76-14018 06-01)

A summary of the main events that occur in air combat and affect its maneuvers and handling limitations was provided. The basic phases and conduct of air combat were first reviewed. The following phenomens that may affect precise maneuvering were defined and described buffeting, wing rock, wing drop or roll off, nose slice or yaw off, nose wander or snaking, pitch up, and departure. All these phenomens can occur in transonic flight and some of them may be found at the lower Mach numbers, where air combat is usually conducted after a protracted engagement. Other factors influencing air combat maneuvering are: control forces, harmonization, and pilot induced oscillations, displays, and workload. The use of the following systems in tracking was described: automatic flight controls and stability sugmentation, direct lift control and direct side force control, reaction controls.

N76-14020 Aerospace Medical Research Labs , Wright-Patterson AFB. Ohio.

AIRCREW CAPABILITIES AND LIMITATIONS

R. N. Slarve In AGARD. The Effects of Buffeting and other Transonic Phenomena on Maneuvering Combat Aircraft. Jul. 1975 p. 9-14 (For availability see N78-14018-05-01)

The pilot factors that can influence aircraft tracking precision during maneuvering flight and the effects of sustained and vibratory accelerations on human performance were reviewed. The effects of various values of buffeting accelerations on vision were presented. It was pointed out that the effect of sustained acceleration on tracking is of far more importance than that of vibration in the current operational environment. Degradation effects of the fullowing factors on pilot performance were discussed: noise, temperature, fatigue, psychological motivation, personal equipment, man-machine interface/control dynamics and configuration. It appears that the best vibration alleviation techniques primarily involve adequate pilot restraints and seating design to minimize excessive relative cockpit pilot motion.

Author

N78-14021 Office National d'Etudes et de Recherches Aerospatiales, Paris (France)

FLOW FIELD ASPECT OF TRANSONIC PHENOMENA

B Monnerie in AGARD. The Effects of Buffeting and other Transonic Phenomena on Maneuvering Combat Aircraft. Jul 1975. p. 18-20 (For availability see N76-14018-06-01).

The serodynamics aspects of flow field over a wing in transonic maneuvering flight were reviewed in order to investigate the problem of buffeting. The case of a two-dimensional sirfoli was first presented, followed by a discussion of three-dimensional flows it was shown that most transonic troubles, and particularly

buffeting, are due to the presence of more or less extended regions of separated flow. These are directly or indirectly related to the shock waves which form on the alteraft in the transonic speed regime. Prediction of what will occur in flight must be based on wind tunnel tests in view of the difficulty to theoretically predict flows with separated regions in the general case. Taking into account the continuous increase in flight Reynolds numbers due to increasing aircraft size, there is a need for higher Reynolds numbers wind tunnels.

Author

N76-14022* Advisory Group for Aerospace Research and Development, Paris (France)

DYNAMIC RESPONSE OF AIRCRAFT STRUCTURE

In AGARD. The Effects of Buffeting and other Transonic Phenomens on Maneuvering Combat Aircraft Jul 1975 p. 21-44 (For availability see N78 14018 05 01) (Contract NAS2-6475)

The physical and mathematical problems associated with the response of elastic atrustures to random excitations such as occurs during buffeting and other transonic phenomena were discussed. The following subjects were covered. (1) general dynamic system consisting of the aircraft structure, the serodynamis driving forces due to separated flow, and the aerodynamic forces due to aircraft structural motion, (2) structural and aerodynamic quantities of the dynamic system with special emphasis given to the description of the aerodynamic forces, and including a treatment of similarity laws, scaling effects, and wind Yunnel testing, and (3) methods for rists processing of fluctuating pressure recordings and techniques for response analysis for random excitation. A general buffeting flutter model, which takes into account the Interactions between the separated and motion induced flows was presented. Relaxations of this model leading to the forced vibration model were explained

N76-14023 Air Force Flight Dynamics Lab , Wright-Patterson AFB, Ohio.

STABILITY AND CONTROL STATUS FOR CURRENT FIGHTERS

W. G. Williams and J. L. Lockenour In AGARD. The Effects of Buffeting and other Transonic Phenomena on Maneuvering Combat Aircraft. Jul. 1975. p. 45-53 (For availability see N76-14018 05-01)

The current state-of-the-ait of stability and control technology for maneuvering and prejision tracking was discussed, including basic serodynamics and serodynamic stability and control, flight control system concepts, and methods of prediction and analysis it was shown that the maximum useable maneuvering capability of present fighter streath is often limited to 'g' levels below the maximum serodynamic lift expability by stability, control and handling qualities degradations. In addition, handling qualities degradations often prohibit precision tracking although grows maneuvering may still be possible. Automatic flight control systems (stability augmentation and command augmentation) are being employed to correct many of the bare airframe deficiencies and additional capability is being provided by advancements in the fire control systems.

N76-14024 Air Force Flight Dynamics Lab . Wright-Patterson AFB, Ohio.

STABILITY AND CONTROL POTENTIAL FOR FUTURE FIGHTERS

J. L. Lookenour and W. G. Williams. In AGARD. The Effect of Buffeting and other Transome Phenomena on Manauvering Combat Aircraft. 1975. p. 54-62 (For availability see N76-14018. 05-01).

Advanceri stability and control concepts aimed at further improving maneuvering and precision tracking were presented. The proposed new modes of control, methods of generating the required forces and moments necessary to produce the motions, flight control system concepts to implement the maneuvering modes, and the additional impact of pilot factors were discussed. Methods of prediction and analysis were also presented, and recommendations were made regarding the concepts and areas of analysis which are considered to be most important. Author

N75-14025 Advisory Group for Aerospace Research and Development, Pans (France)

BUFFET DEFINITION AND CRITERIA

In its The Effects of Buffeting and other Transonic Phenomena on Manauvering Combat Aircraft Jul 1975 p 63-83 (For availability see N76 14018 05-01)

Two areas related to aircraft buffeting were discussed: wing and tail buffet, and bomb bay buffeting in the first area, basic definitions were given, followed by buffeting criteria for lighter and transport aircraft, classification of wing flow and buffeting for various types of wings, buffet onset and the severity of buffeting, and tall buffeting. It was concluded that (1) for bubble flows, the largest excitation is found just upstream of the reattachment point, (2) for slender wings with sharp leading edges the buffeting is light but just measurable, (3) for swept wings buffeting measurements must be made on rigid models Bomb bay buffeting was defined as the specific dynamic behavior of an aircraft when excited by forces of random and harmonic nature due to flow separation in open bays or cavities. A remarkable large change in mean pressures occurs for bays with a length/depth ratio of about six, for which drag reises

N76-14026 Aeronautical Systems Div., Wright-Patterson AFB,

BUFFET ANALYSIS

P. J. Butkewicz. In AGARD. The Effects of Buffeting and other Transonic Phenomena on Maneuvering Combat Aircraft Jul. 1975

p 84-90 (For availability see N76-14018 05-01)
The methods available for transonic buffer analysis were reviewed. The analysis methods were divided into two groups. experimental model testing including associated empirical prediction methods, and semi-empirical or theoretical procedures which require some flow field calculations. Due to the complexity of the transonic flow about wings experiencing unsteady separation, wind tunnel testing is the primary tool for obtaining detailed information about the buffet intensity. A serious problem however exists in applying the results to full scale due to improper boundary layer modelling at the relatively low test Reynolds numbers. A buffet onset prediction method suitable for theoretical analysis was outlined and is primarily applicable to thick, aft loaded sirfolls which display a significant pressure rise from the shock and trailing edge and which therefore have a tendency for rear separation

N76-14027 Aeronautical Systems Div., Wright-Patterson AFB,

BUFFET FLIGHT TEST TECHNIQUES

P. J. Butkewicz. In AGARD. The Effects of Buffeting and other Transonic Phenomena on Manuscring Combat Aircraft 1975 p 91-98 (For availability see N75-14018 05-01)

Buffet instrumentation and flight test techniques were discussed. Details of the instrumentation installed for buffet tests of a F-106A aircraft were given. In general, flight instrumentation for buffet tests should include: static pressure taps, total pressure and boundary layer rakes, accelerometers, strain gauges, aircraft attitude sensors, high speed camera and wing tufts. Particular attention must be paid to the application of wing tufts for flow visualization and for the mounting of the camera. The schedule used in buffet flight testing should incorporate that sequence of aircraft configurations and Mach-altitude conditions which will provide the most rapid collection of data based on (1) the time required to attain the desired aircraft configuration and test condition, and (2) the aircraft modification time required for the subsequent configurations. Author

N76-14028 Royal Aircraft Establishment, Bedford (England) LIMITATIONS IN THE CONRELATION OF FLIGHT/TUNNEL BUFFETING TESTS

D. G. Mabey In AGARD. The Effects of Buffeting and other Transonic Phenomena on Maneuvering Combat Aircraft Jul. 1975

p 99-104 (For availability see N76-14018 05-01)

Some possible sources of discrepancies between flight and wind tunnel buffeting measurements were discussed. The single, most serious causes of discrepancies is probably the failure to represent on the model the development of flow separations on the actual aircraft. The best way to improve future predictions is to test as large a model as possible, including the repesentation of gaps, surface roughness, etc., at as high a Reynolds number as possible, and then to insist on an extensive flight program. Other sources of discrepancies include: flight test measurement errors, visualization of areas of separated flows, influence of tunnel characteristics on model buffeting, measurement of buffeting.

N76-14029 Dornier-Werke G.m.b.H., Friedrichshafen (West Germany). INFLUENCE OF CONFIGURATION FACTORS ON BUF-FETING

H Max In AGARD The Effects of Buffeting and other Transonic Phenomena on Maneuvering Combat Aircraft Jul 1975 p 104-107 (For availability see N76-14018 05-01)

Data concerning the effects of the geometrical configuration parameters. Revnolds number, external stores and supercritical wing layout of an aircraft on its buffet boundaries and the buffet intensities was presented. The following geometrical parameters were considered wing aspect ratio, taper ratio, aweep angle, relative maximum thickness of the wing root section, and relative maximum camber of the wing section. The effects of these parameters on buffeting were shown graphically. An equation was given from which the light buffet lift coefficient may be estimated for a given wing at specific transonic Mach numbers and Reynolds numbers

N76-14030 Aentalia, Turin (Italy). IMPROVEMENT OF AIRCRAFT BUFFET CHARACTERIS. TICE

G Bucciantini In AGARD The Effects of Buffeting and other Transonic Phenomena on Maneuvering Combat Aircraft Jul. 1975 p. 108-110 (For availability see: N76-14018-05-01)

A series of provisions which can be taken to improve the buffet characteristics of an aircraft wore described. These include maneuver slats and flaps, strakes, aerodynamic flxing (notch, sawtooth, fence, etc.), and vortex generators. The effects of these devices were shown graphically A separate discussion on the possibility of tailplane buffet and suitable remedial actions was

N76-14031 Advisory Group for Aerospace Research and Development, Paris (France).

CONCLUSIONS AND RECOMMENDATIONS

In its The Effects of Buffeting and other Transonic Phenomena on Maneuvering Combat Aircraft Jul 1975 p 111-112 (For availability and N76-14018 05-01)

General conclusions and specific recommendations on aircraft buffeting problems were presented. These include the need for (1) a total system analysis to determine the effects of buffeting during maneuvering flight. (2) improved methods of viscous flow field and separation prediction. (3) comparing results from existing buffet onset prediction with wind tunnel and flight test data to determine their range of applicability. (4) better understanding of wind tunnel perturbation effects, (5) understanding of high speed stall progression, (6) identification of the interaction between the random aerodynamic driving forces and the structural response forces. (7) understanding the basic and interacting phenomena on existing and emerging fighters, and (8) isolating the effects of the various parameters more clearly, broadening the spectrum of the various parameters, and giving a better understanding of the physical process of buffeting

N76-14032# Advisory Group for Aerospace Research and Development, Paris (France) APPROACH AND LANDING SIMULATION

Oct. 1975 68 p refs (AGARD-R-632) Avail. NTIS HC \$4.50

Realism, validation, and standardization of flight simulators are discussed. External disturbances and visual and motion cues are evaluated as to their effect on pilot performance. Filter design for the von Karman spectrum and pitching moment coefficient model for Bosing 747 sircraft are appended. A bibliography with 58 references is included. For individual titles, see N76-14033 through N76-14039

N76-14033 Advisory Group for Aerospace Research and Development, Paris (France) APPROACH AND LANDING SIMULATION, INTRODUC-TION

In its Approach and Landing Simulation Oct 1975 p 1-3 refs (For availability see N76-14032 05-01)

Historical notes on flight simulation are presented, progress sing from simplified and rudimentary displays to today's sophisti cated simulators. Primarily nonhardware aspects of simulation are discussed

N76-14034 Adv.sory Group for Aerospace Research and Development, Paris (France) ELEMENTS OF APPROACH AND LANDING SIMULATION

In its Approach and Landing Simulation, Oct. 1975, p. 3-4 (For availability see N76-14032 05-01)

In simulations of the approach and landing flight regime. aircraft models are simplified by the absence of significant aerodynamic effects of varying Mach number, and only in the case of the very large, very flexible airplane are aeroelastic effects rigorously considered In STOL and VTOL aircraft, widely varying interactions between serodynamics and propulsion are endountered in the range of speeds appropriate to approach and landing. The importance of mathematical representation of atmospheric perturbations and the aircraft's response to them is discussed Simulator hardware elements are reviewed including all the mechanisms that provide the pilot with means to input control commands to the computer system model of the aircraft. and to assess the aircraft's response to either his inputs or other excitations

N76-14035 Advisory Group for Aerospace Research and Development, Paris (France) EXTERNAL DISTURBANCES

In its Approach and Landing Simulation Oct. 1975 p 4-14 (For availability see N76-14032 05-01)

External disturbance models are used to test the pilots: reactions to given situations and to test the controllability of particular aircraft. Wind profiles, wind shear, and atmospheric turbulence are used in the simulation. The power spectra due to von Karman and to Dryden are discussed for turbulence simulation. A cross power spectra is also considered, relating the turbulence velocities in different directions as zero. Various causes of errors in ILS guidance systems are included, along

N76-14036 Advisory Group for Aerospace Research and Development, Paris (France).

AIRCRAFT CHARACTERISTICS

with irregularities in runway conditions

In its Approach and Landing Simulation Oct. 1975 p 14-15 (For availability see N76-14032 05-01)

The types of data and the degree of detail used in modern simulations are discussed for large subsonic jet transports and powered lift STOL transports. It is shown how sucraft characteristic models will differ depending on the significant aerodynamic. structural, and propulsion effects of the particular aircraft. J A.M.

N76-14037 Advisory Group for Aerospace Research and Development, Paris (France).

VISUAL AND MOTION CUES

In its Approach and Landing Simulation Oct 1975 p 15-19

(For availability see N76-14032 05-01)

Limitations of both day and night landing scenes used in a flight simulator are discussed. These limitations include field of view, resolution, depth of focus, display, terrain model, and dynamic performance. Motion cue constraints are examined for both rotational and linear motion

N76-14038 Advisory Group for Aerospace Research and Development, Paris (France).

SIMULATION DEVELOPMENT, VALIDATION AND PILOT LEARNING

In its Approach and Landing Simulation Oct 1975 p 19-28 (For availability see N76-14032 05-01)

Views and experiences are presented, regarding the pro-cesses and procedures used to develop confidence in a simulation; overall interactions of the various elements in approach and landing simulation are discussed. Achieving confidence in a simulation through the demonstration of its acceptability by simulating an existing known aircraft is emphasized. The significance of the pilots' learning process is demonstrated, as well as their experience level with a specific simulation in the development of their confidence in that particular simulation.

N76-14039 Advisory Group for Aerospace Research and Development, Paris (France) CONCLUDING REMARKS

In its Approach and Landing Simulation Oct 1975 p 28-61 refs (For availability see N76-14032 05-01)

The attempts at realism during flight simulation are discussed. Validation and ample training of pilots are stressed. Little standardization is noted among simulator testing and evaluation The main weak elements of flight simulation, motion and visual cues, are also considered. A bibliography with 58 references is N76-20067# Advisory Group for Aerospace Research and Development, Paris (France). AGARD HIGHLIGHTS, MARCH 1975

Mar 1976 33 p

(AGARD-Highlights-78/1) Avail NTIS HC \$4 00

Reports of AGARD activities are presented. The articles presented concern, hurricane Eloise. Von Karman medals for 1975. air traffic control, aircraft fire enfety, and personnel changes.

N76-31179# Advisory Group for Aerospace Research and Development, Paris (France).

AGARD HIGHLIGHTS, SEPTEMBER, 1976

Sep. 1976 21 p

AGARD-Highlights 76/2) Avail: NTIG HC \$3.50 Highlights of the 1976 AGARD meeting held in Paris, France are presented. Topics discussed were the following: the control configured vehicle concept; anti-flutter systems and antiturbulence systems, direct force control surfaces; load reduction during maneuvers; aircraft safety; systems reliability; and stall/spin problems of military aircraft.

N76-33130# Advisory Group for Aerospace Research and Development, Paris (France)

AGARD BULLETIN: TECHNICAL PROGRAM, 1977

Jul. 1976 37 p

(AGARD-Bull-76-2) Avail. NTIS HC \$4.00

The AGARD technical program for 1977 approved by the national delegates board was presented. The following information is given chronological listing of meetings tentatively scheduled to take place, detailed description of the Individual panel programs. consultant and exchange program, and military committee studies program, total budget required, and publications summary.

Author

N77-11969# Advisory Group for Aerospace Research and Development, Paris (France)

NUMERICAL METHODS AND WINDTUNNEL TESTING

Oct. 1976 206 p refs Partly in ENGLISH and FRENCH; ENGLISH summaries Papers presented at the Fluid Dyn Panel Specialists Meeting. Concerning presented at the Fluid Dyn. Panel Specialists Meeting. 20 CA Jun. 1976 (AGARD-CP-210. ISBN-92-835-0178-0) Avail Note Concerning to the Fluid Dyn. Rhode-St. (AGARD-CP-210. ISBN-92-835-0178-0)

HC A10/MF A01

Wind tunnel stability tests for various aerodynamic configurations are presented, emphasizing low speed and transonic wind tunnels. Some data processing was performed with minicomputers, some of which processed in real time. For individual titles, see N77-11970 through N77-11986.

N77-11970# Royal Aircraft Establishment, Famborough

(England) Aerodynamics Dept.
DIGITAL COMPUTER ASPECTS OF THE INSTRUMENTA-TION AND CONTROL OF THE NEW RAE 5 METRE LOW SPEED TUNNEL

R J North, R W Jeffery, J A Dolman, and A N. Tuck In AGARD Numerical Methods and Windturinal Testing Oct. 1976 10 p. refs (For primary document see N77-11969 03-01) Avail NTIS HC A10/MF A01

account is given of the applications of online and offline minicomputers in its instrumentation and control systems. Some of the hardware and software design considerations are discussed: various options for future development are outlined. The connections with the control computers and other ancillary systems are mentioned

N77-11971# Office National d'Etudes et de Recherches Aerospatiales, Paris (France). Centre de Modan Ayrieux. OPERATIONAL USE OF COMPUTERS ASSOCIATED WITH THE MODANE WIND TUNNELS

Gerard Grenat In AGARD Numerical Methods and Windtunnal Testing Oct. 1976 9 p. refs. in FRENCH, ENGLISH summary (For primary document see N77-11969 03-01)

Avail NTIS HC A10/MF A01

Measuring units for wind tunnels of the Modane-Avrieux Centre were gradually equipped with minicomputers for insuring the following functions measurement acquisition management, test control and monitoring, and automatic operations. Multitask type software offers a great flexibility for dialogue with the experimenter and allows an exchange of informations with the outside, at a rate close to that of a stand alone computer. The

whole system is operational since April 1975. Three applications are described two dimensional profile tests, convertible rotor tests with real time simulation of rotor tilting, and device for weighing missiles close to the aircraft with a view to calculate step by step the imissile relative trajectory (captive trajectory method). These examples outline the functions entrusted to the computers associated to measuring units, the loads they can withstand, and the limits of their possibilities.

Author

N77-11972*# National Aeronautics and Space Administration Ames Research Conter, Moffett Field, Calif APPLICATIONS OF THE REAL-TIME DATA ANALYSIS SYSTEM IN THE AMES 40- BY 80-FOOT WIND TUNNEL

Mark W. Kelly, Stanley O. Dickinson, and Everett E. Maynerd In AGARD Numerical Methods and Windtunnel Testing Oct. 1876. 10 p. refs (For primary document see N77-11969 03-01) Avail. NTIS. HC A10/MF A01. CSCL 148

The first major overhall and refurbishment of the Ames 40- by 80-foot wind tunnel since it was put into operation in 1944 was recently completed. A substantial part of this refurbishment was devoted to providing this wind tunnel with a modern real time data acquisition and analysis system to increase the safety, efficiency, and accuracy of experimental investigations in this facility. Background loading to the requirements for the new system, major elements of the system, and aome of the applications of the system are summarized. The potential of compliterized data acquisition systems for wind tunnels in terms of long term trends in hirdware and software costs, and the constraints which must be dealt with to achieve the full potential of computerized data acquisition systems are discussed.

N77-11973# Boeing Vertol Co. Philadelphia, Pa THE USE OF COMPUTERS IN ROTARY WING TESTING

William G. S. Hardy and Edward J Pyne /n AGARD Numerical Methods and Windtunnel Testing Oct. 1976 12 p refs (For primary document see N77-11969 03-01)
Avail: NTIS HC A10/MF A01

Computer requirements for testing rotary wing siruraft models are discussed, and a general purpose processing system is described. Some considerations for data acquisition and presentation are presented. The types of analyses required for rotary wing models are covered. Both real time and off-line analysis methods are reviewed.

W77-11974# Arizons Univ., Tucson.

SOME EXPERIENCES WITH THE EXPLOITATION OF MEASUREMENTS OF THE PERTURBATION FIELD IN A WIND TUNNEL TO IMPROVE SIMULATION

W. R. Sears In AGARD Numerical Methods and Windtunnel Testing Oct. 1976 4 p Prepared in cooperation with Calapan Corp. (For primary document see N77-11989 03-01) Avail: NTIS HC A10/MF A01

The essential feature is that both the flow within the tunnel and the computed exterior field are iteratively adjusted to achieve the matching. The tunnel flow is adjusted by mechanical changes of tunnel wall geometry, for example, by varying the pressures in subdivided plenum chambers surrounding the working section and communicating with the tunnel through porous wells or slots. The exterior flow field is adjusted by altering the boundary values prescribed at S, on the basis of measurements of flow perturbation distributions at or necr S.

Author

N77-11976# Southampton Univ. (England). Dept. of Aeronautics and Astronautics.

APPLICATION OF THE COMPUTER FOR ON-SITE DEFINITION AND CONTROL OF WIND TUNNEL SHAPE FOR MINIMUM BOUNDARY INTERFERENCE

M. Judd, M. J. Goodyer, and S. W. D. Wolf In AGARD Numerical Methods and Windtunnel Testing Dott. 1976 14 p refs (For primary document see N77-11969 03-01)

Avail: NTIS HC A10/MF A01

The use is described, of flexible top and bottom walls, as a means of eliminating or minimizing wall interference effects on two dimensional wind tunnel models. Strategies for producing streamline contours and their extension to three dimensions are discussed. Errors due to theoretical assumptions as 4 practical implementation are explored so that computational resolution can be made consistent. The need for efficient and rapidly convergent algorithms for wall adjustment is stressed and discussed. These must be developed in order to reduce the current

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data acquisition times and make feasible the present aim to incorporate an on-line minicomputer for automatic well control Results are presented showing the correctness of the strategies used with manual well adjustment.

N77-11976# Aviors Marcel Dassault, Saint-Cloud (France).
ADAPTATION OF THE JOPPA METHOD TO A WIND
TUNNEL WITH VARIABLE PERMEABILITY (ACAPTATION
DE LA METHODE DE JOPPA A UNE SOUFFLERIE A
PERMEABILITE VARIABLE)

Jean-Ch Vayssaire, M Langot (Institut Aerotechnique de Saint-Cyr), and M Menard (Institut Aerotechnique de Saint-Cyr) In AGARD Numerical Mathods and Windtunnel Testing Oct 1976 17 p. refs. In FRENCH (For primary document see N77-11969-03-01).

Avail NTIS HC A10/MF A01

The Joppa calculation method divides the walls of a wind tunnel working section into rectangular elements with an unknown vortex ring strength and takes account of the test section dimensions and boundaries. The relative position of the model, as well as its geometry and lift distribution spanwise allow the calculation of the theoretical permeability in any point of the ventilated walls to minimize or cancel its effect in the area of the model, inside the plenum chambers which are around the test section of the Signa 4 wild tunnel, flexible, solid, and movable plates are found. The movement of the plates contributes to the variation of the permeability in any point of the working section perforated walls.

N77-11977# ARO, Inc., Arnold Air Force Station, Tenn.
AUTOMATIC CONTROL OF A TRANSONIC WIND YUNNEL
WITH A REAL-TIME COMPUTER SYSTEM

J. A. Gunn and J. P. Christopher, Jr. In AGARD Numerical Methods and Windturinel Tosting. Oct. 1976. 6 p. ref. (For primary document see N77-11969 03-01). Avail: NTIS HC A10/MF A01

The aerodynamic wind tunnel (4T) real time control and display system is a computerized system which has increased the productivity of the tunnel 4T tests by providing real time displays of test conditions, test condition monitoring, and automatic control. The system is built around a PDP 8/E minicomputer which has a 16K word memory and a hardware floating point processor. The system uses standard tunnel measurements to calculate stream and plant parameters. The program, which is written in the FORTRAN 4 language, is executed three times per second. Computer-driven video displays provide tunnel operators and other control room personnel with test conditions such as Mach number, Reynolds number, and dynamic pressure. The real time system monitors all test parameters, continually checks to determine if test conditions are as requested, and informs the operators of the current plant and test conditions status via the status panel. The real time system automatically controls the test section well porosity, ejector flaps, wall angle, the tunnel stagnation pressure for most conditions, and the Mach number in the range from 0.2 to 0.9.

N77-11978# Office National d'Erudes et de Recherches. Aerospatiales, Paris (France).

MINIMIZING WALL INTERFERENCE IN CONNECTIONAL TRANSONIC TEST SECTIONS BY USING COMPUTER PARAMETRIC STUDIES

Xavier Vaucherst In AGARD Numerical Methods and Windtunnel Testing Oct. 1976 23 pilefs in FRENCH; ENGLISH summary (for primary document see N77-11969 03-01) Avail: NTIS HC A10/MF A01

Parametric studies by computer, using the programs for the calculation of the wall interference by the analytic method, for perforated wall transonic test sections, allow the determination of using of present test sections, with associated model sizing, so that the wall constraints can be negligible. For tridimensional flow, the following parameters are investigated: test section height/width ratio, model span test section width ratio, wing sweep and horizontal wall porosity, this porosity is assumed to be uniform and the same for floor and celling. The model schematization rules, necessary and sufficient to calculate the lift interference coefficients, are given

N77-11979# National Aerospace Lab., Amsterdam (Netherlands). WIND TUNNEL TESTS AND AERODYNAMIC COMPUTATIONS; THOUGHTS ON THEIR USE IN AERODYNAMIC DESIGN

J. W. Slooff In AGARD. Numerical Methods and Windtunnel Testing. Oct. 1976. 6 p. refs (For primary document see N77-11969.03-01) Avail: NTIS HC A10/MF A01

After comparing the possibilities and limitations of numerical methods and wind tunnel tests, their respective roles in serodynamic design are discussed. It is concluded that the key problems of serodynamic design are not solved by substituting numerical methods for the wind tunnel

N77-11980# National Aeronautical Establishment, Ottawa

APPLICATION OF COMPUTED SHOCK STANDOFF DISTANCES FOR WINDTUNNEL CALIBRATION AT SUPERSONIC MACH NUMBERS LESS THAN 1.2.

D. J. Jones. In AGARD. Numerical Methods and Windtunnel. Testing Oct 1976 5 p refs (For primary document see N77-11969 03-011

Avail. NTIS HC A10/MF A01

Calibration of a wind tunnel in the Mach number range 1 M . 1.1 was carried out by taking Schlieren photos of the bow shock in front of a sphere. A theory was developed to calculate this bow shock for flows about axisymmetric bodies. By correlating the experimental and theoretical shock waves, the wind tunnel was calibrated.

Author

N77-11981# Dornier-System G.m.b.H., Friedrichshafen (West THEORETICAL AND EXPERIMENTAL BIMULATION METHODS FOR EXTERNAL STORE SEPARATION TRAJEC-TORIES

J. VonDerDecken, P. Esch, and P. Fritz In AGARD Numerical Methods and Windtunnel Testing Oct. 1978 5 p refs (For primary document see N77-11969 03-01)

Avail: NTIS HC A10/MF A01

Numerical methods and experimental techniques for the simulation of separation trajectories of external powered and unpowered stores at low and high speed are reviewed. For the theoretical simulation, potential flow methods are used to calculate the quasi-steady loadings on the store while the trajectory itself is determined by solving the equations of the 6-degree-of-freedom. motion. Sessed on the experience of numerous systematic experimental studies gained with the rigid loads and the freedrop technique for unpowered stores, the advantages and limitations of different wind tunnel techniques are demonstrated including a critical discussion of scaling effects.

N77-11982* National Aeronautics and Space Administration.

Arnes Research Center, Moffett Field, Calif.

EXPERIMENTS PLANNED SPECIFICALLY FOR DEVELOP-

ING TURBULENCE MODELS IN COMPUTATIONS OF FLOW FIELDS AROUND AERODYNAMIC SHAPES

Joseph G. Marvin In AGARD Numerical Methods and Windtunnel Testing Oct. 1976 13 p refs (For primary document see N77-11989 03-01)

Avail: NTIS HC A10/MF A01 CSCL 01A

Building block experiments and companion numerical simulations intended to verify and guide turbulence modeling are described. A series of experiments and computations being used to enhance modeling development for the shock wave turbulent boundary layer interaction problem is emphasized. Results are given for transonic flow over a circular are airfoll undergoing shock wave induced, boundary layer separation for supersonic flow along a tube wall undergoing normal shock wave induced, boundary layer separation. Experimental data which use the complete Nevier-Stokes equations are discussed.

N77-11983# Von Karman Inst. for Fluid Dynamics, Rhode-Saint-Genese (Belgium).

THE IMPORTANCE OF EXPERIMENTALLY-DETERMINED CLOSURE CONDITIONS IN TRANSONIC BLADE-TO-BLADE PLOWS CALCULATED BY A TIME-DEPENDENT TECH-NIQUE

M. Couston In AGARD Numerical Methods and Windtunnel Teeting Oct. 1976 23 p refs (For primary document see N77-11969 03-01)

Avail: NTIS HC A10/MF A01

The use of a time dependent technique to determine inviscid blade-to-blade flow in the transonic regime for exial turbomachines is faced with the problem of closure conditions. The importance of a Kutta condition in subsonic flow calculations is well known but for transonic blades the problem is still more complex. The quasi-discontinuous character of the flow through shock waves and Prandti-Meyer expansions is then superimposed on the viscous effects which dominate near the trailing edge. In order to get more information about the importance of this problem, a

comparison between detailed measurements and calculations is presented. The calculations were performed for several trailing edge flow approximations including experimentally determined

N77-11984# Dornier-System G.m.b.H., Friedrichshafen (West Germany).

NUMERICAL SIMULATION OF THREE DIMENSIONAL TRANSONIC FLOW INCLUDING WIND TUNNEL WALL **EFFECTS**

W Schmidt, H.-W Stock, and W Fritz In AGARD Numerical Methods and Windtunnel Testing Oct 1976 8 p. refs (For primary document see N77-11969 03-01) Avail NTIS HC A10/MF A01

Numerical methods and their practical implementation are presented to compute steady transonic flow fields about wings and wing-body combinations in transpose flow including viscous effects as well as wind tunnel wall effects. The transonic small disturbance potential equation is solved by a mixed finite difference scheme. Wind tunnel wall boundary conditions are incorporated in the relexation procedure by use of the classical wall condition equations. The three dimensional boundary layer equation is solved by an integral prediction method. Solving potential equation and boundary layer equation Iteratively, viscous effects are accounted for by means of the displacement thickness concept. Results showing the influence of Reynolds number and Mach number on pressure distribution and shock position are shown.

N77-11985# Laboratoire d'Aerothermique du C.N.R.S., Maudon

FOURIER ANALYSIS AND THE CORRELATION OF SPEED WITH NONSTATIONARY AERODYNAMICS (ANALYSE DE FOURIER ET CORRELATION DE VITESSE EN AERODYNAM-IQUE INSTATIONNAIRE]

Plerre Gougat and Francoise Martin In AGARD Numerical Methods and Windtunnel Testing Oct. 1976 7 p refs in FRENCH (For primary document see N77-11969 03-01)

Avail: NTIS HC A10/MF A01

Transition from a laminar to a turbulent state begins with the appearance of natural instabilities made up of sine waves of uncertain intermittance in the midst of the boundary layer. The response of the boundary layer to a local vibration in the wall is studied in order to suppress the uncertain character of the Intermittance. The sine wave of deformation of the wall is obtained with the aid of a lock-on displacement loop. The signal of speed fluctuations in the boundary layer is obtained with a hot wire anemometer. These two data are treated separately by real time analysis which permits measuring the harmonic rate of the signal of deformation to determine the spectral density of the power of the fluctuations of speed. The simultaneous treatment of two signals is used for real time correlation. To this correlation is associated a Fourier transformation which provides the mutual spectrum of the two signals. A magnetic recording stores the signals and reads them again at a speed which facilitates the observations and study of the in-Transi. by A.H. stantaneous phenomena.

N77-11986# Deutsche Forschungs- und Versuchsanstalt füer Luft und Raumfahrt, Goettingen (West Germany).
PICKING UP AND GRAPHING OF THREE DIMENSIONAL FLOW FIELDS

H.-J. Graefe In AGARD Numerical Methods and Windtunnel Testing Oct. 1976 12 p refs (For primary document see N77-11969 03-01)

Avail: NTIS HC A10/MF A01

An officient test technique is described for three dimensional flow field measurements which was set up in combination with a conventional measurement technique with modern electronical equipment. The test rig is installed in the low speed wind tunnel. Some suggestions for graphic representations of three dimensional flow fields are given.

N77-14982# Advisory Group for Aerospace Research and Development, Paris (France).

ELEVENTH AGARD ANNUAL MEETING
Feb. 1976 70 p refs Meeting held at Ottawa, 18 Sep. 1975
(AD-A023909. ISBN-92-835-1212-X) Avail: NTIS HC A04/MF A01

An investigation of aerospace research and development emphasizing the area of short takeoff (STOL) aircraft in Canada was presented. Research into the military sir material requirements and the governmental support given was discussed. The government policies concerning research into STOL aircraft and

its military as well as commercial possibilities were studied. Military application of the TEA-CO2 laser was considered, including radar type applications and use of the laser as a weapon. For individual titles, see N77-14983 through N77-14988.

N77-14983# Department of National Defence, Ottawa (Ontario) CANADIAN MILITARY AIR MATERIEL REQUIREMENTS D W Gors In AGARD 11th AGARD Ann Meeting Feb 1976 p 11-14 (For primary document see N77 14982 06-01) Avail NTIS HC A04/MF A01

Cold and snow are but two characteristics of Canada which must be accounted for in stating military requirements. The northern magnetic pole is in Canada, and aurora borealis displays are frequent, affecting communications and navigation. When winter's grip relaxes, the insect population emerges making life barely livable without some form of protection. Most of these characteristics must be catered to in stating requirements for material, as they affect all facets of equipment performance. from aircraft range through special navigation requirements through special environmental protection requirements. In addition to purely Canadian conditions, the conditions related to operations in Europe and the material requirements are superimposed. Among these are the extremely corrosive atmosphere which proved particularly troublesome, and less tangible but equally serious differences in the stresses due to a difference in the turbulence regime, differences in bird hazards and so on. As some of the forces are also assigned to the United Nations in the Middle East, conditions of heat, sand and corrosive atmosphere must also be considered in this application of our equipment in this environment Author

N77-14984# Department of National Defence, Ottawa (Ontario) RESEARCH AND DEVELOPMENT IN SUPPORT OF CANADIAN MILITARY AIR REQUIREMENTS

E J Bobyn In AGARD 11th AGARD Ann Meeting 1976 p 15-18 (For primary document see N77-14982 06-01) Avail NTIS HC A04/MF A01

The Department of National Defense in cooperation with other government departments and industry initiated V/STOL aircraft research and development. The bulk of the research and development activity was directed towards sub-systems. acquisition of technical knowledge, human factors in man/machine interface, avionics, systems analysis, surveillance, propulsion devices, landing gear, detection devices, navigation aids, data processors, materials, power supplies, weapon modifications, and other associated components

N77-14985# National Research Council of Canada, Ottawa (Ontario) CANADIAN RESEARCH AND DEVELOPMENT POLICIES

J D Keys In AGARD 11th AGARD Ann. Meeting 1976 p 19-21 (For primary document see N77-14982 06-01) Avail NTIS HC A04/MF A01

There is no single science policy suitable for Canada Instead. it is accepted that the federal government's science policy is the sum of three distinct areas (1) policies for support of science. (2) policies for application of science and technology; and (3) science as a component of public policy Author

N77-14986# De Havilland Airc aft Co. of Canada Ltd., Ottawa STOL DEVELOPMENTS

J. P. Uffen In AGARD 11th AGARD Ann Meeting 1976 p 22-41 refs (For primary document see N77-14982 06-01)

Avail NTIS HC A04/MF A01

The characteristics of STOL aircraft which distinguish them from conventional. CTOL, aircraft are described. Examples of the way in which STOL has evolved are given, with discussion of the features of the de Havilland Dash 7. Looking to the future, developments which retain the short takeoff and landing capability while extending the speed, payload and range of STOL aircraft are described. These have differing characteristics, which permit selection of optional configurations for particular roles.

N77-14987# Canadian Air Transportation Administration. Ottawa OVERVIEW OF THE CANADIAN MINISTRY OF TRANS-PORT'S STOL DEMONSTRATION

F C Black In AGARD 11th AGARD Ann Meeting Feb 1976 p 42-44 (For primary document see N77-14982 06-01)

Avail NTIS HC A04/MF A01

AIRTRANSIT Canada operates six modified Twin Otter aircraft leased from the Ministry of Transport on a high frequency STOL commuter service between Ottawa and Montreal. The aircraft are operated from convenient STOLports, located close to the central business districts of each city. The aircraft and STOLports are designed to permit acheduled instrument operations using steep gradient approaches on a microwave scanning beam landing guidance system, the first of its kind in commercial service today. In addition, each aircraft is equipped with a three dimensional area navigation system used in conjunction with specially developed control procedures permitting operations in high density terminal areas without active direction on the part of air traffic control. Each aircraft carries a data acquisition system that records information to be used as a data base for the development of future STOL regulations and operating criteria in Canada. Passenger processing was streamlined through the use of STOLmobiles and abbreviated ticketing methods. Reservations are held up to five minutes prior to departure. From the time a passenger disembarks the aircraft at the Montreal STOLport until he arrives in the downtown area averages between 10 and 18 Author

N77-14988# Defence Research Establishment Valcartier

TRANSVERSELY EXCITED ATMOSPHERE (TEA): CO2 LASER DEVELOPMENT AND APPLICATIONS J. Glibert In AGARD 11th AGARD Ann. Meeting Feb. 1976

p 45-57 (For primary document see N77-14982 06-01)

Avail: NTIS HC A04/MF A01

Military applications of the TEA-CO2 laser are considered. These are of two main types: radar type applications, and use of the laser as a weapon. In radar we are dealing with relatively low energy transmission over a two way path; in the case of the waapon, high energy is transmitted over a one way path The factors which must be taken into account in assessing the feasibility of using a laser in a military system are: atmospheric propagation, target characteristics, laser technology, detection technology and, as systems become more sophisticated, countermeasures.

N77-16982 Von Karman Inst. for Fluid Dynamics, Rhode-Saint-Genese (Belgium)

COLLECTED WORKS OF THEODORE VONKARMAN, 1952 - 1963 1975 393 p refs

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Scientific and technical writings by Von Karman, as well as those of transient or historical significance were collected from various journals and proceedings. Five of the papers reflect his interest in interdisciplinary studies concerned with magnetofluidmechanics and aerothermochemistry. Editorial comments are presented as introductions to certain papers in order to relate the subject matter to the body of scientific and technical literature in the four volume compilation by Dr. Hugh Dryden.

N77-16984# Arthisory Group for Aerospace Research and Development, Paris (France).

THE AGARD HISTORY, 1952 - 1975

1976 189 p

(ISBN-92-835-1206-5) Avail NTIS HC A09/MF A01

The evolution of AGARD was presented from the year 1952 through 1975

N77-16985# Advisory Group for Aerospace Research and Development, Paris (France). DIRECTOR'S ANNUAL REPORT TO THE NORTH ATLANTIC MILITARY COMMITTEE, 1978

Mar 1976 83 p

Avail. NTIS HC A05/MF A01

Agard publications for 1975 and abstracts of the publications by panel or activity are listed. Aerospace medicine, avionics, electromagnetic wave propagation flight dynamics, and guidance and control are several of the topics considered

01 AERONAUTICS (GENERAL)

N77-17948# Advisory Group for Aerospace Research and Development, Paris (France)
NATIONAL DELEGATES BOARD MEETING. TECHNICAL PRESENTATIONS ON SCIENTIFIC AND TECHNOLOGICAL FORECASTING

Jun 1978 31 p. In ENGLISH; partly in FRENCH. Conf. held at Paris, 18 Mar. 1976 (ISBN-92-835-0170-0). Avail: NTIS. HC A03/MF A01

There are three papers presented on scientific and technological forecasting delivered at the Technical Presentations Session of the AGARD Spring 1976 National Delegates Board Meeting.

Author

N76-70245 Advisory Group for Aerospace Research and Development, Paris (France).
AGARD HIGHLIGHTS 75/1, MARCH 1975

20p

(AGARD-HIGHLIGHTS-75/1)

Scientific and technological developments expected in the next 10-15 years in the field of fluid dynamics are discussed. Computational fluid dynamics, wind tunnel scale effects and testing techniques, and design of fuel conservative alroraft are considered. Special emphasis is given to advancement in semiconductor technology and development of microprocessors and charge noupled devices in relation to military applications of such technology to electronic warfare and custom design of large scale integrated circuits. J.M.S.

N78-70247 Advisory Group for Aerospace Research and Development, Paris (France).

AGARD HIGHLIGHTS 75/2, SEPTEMBER 1975
Presented at the AGARD Flight Mech. Pannel / Guidance and Control Panel Joint Symposium on the Impact of Active Control Technol. on Airplane Design, Paris, Oct. 1974
25p
(AGARD-HIGHLIGHTS-75/2)

Various aspects of research and development in aerospace sciences are discussed. Specific topics considered include: (1) the impact of active control technology on aircraft design; (2) development of calculation methods for oscillating wings in subsonic flow: (3) technological and economic growth in seronsutics in relation to private and government funded research; and (4) the use of computer programs in aircraft design.

J.M.S.

02 AERODYNAMICS

Includes serodynamics of bodies, combinations, wings, rotors, and control surfaces, and internal flow in ducts and turbomachinery For related information see also 34 Fluid Mechanics and Heat Transfer.

N75-10003# Advisory Group for Aerospace Research and Development, Pans (France)

HINGELESS ROTORCRAFT FLIGHT DYNAMICS

Kurt H. Hohenemser (Washington Univ. St. Louis) and Robert A. Ormiston, ed. (Army Air Mobility R and D Lab. Moffett Field, Calif.). Sep. 1974. 50 p. refs.

(AGARD-AG-197, AGARDograph-197) Avail NTIS HC \$3.75 The state of hingeless rotorcraft research and development in the NATO countries as of 1973 is described. The scope of this report is limited to flight dynamics since most of the hingeless rotorgraft problems have occurred in this area. The special place of the hingeless rotorcraft within the family of rotorcraft is considered. The chapter on the history of hingeless rotorcraft. describes the hingeless rotor research and development of the various rotorcraft manufacturers and the hingeless rotor research at government laboratorios and universities. A hierarchy of dynamic concepts from isolated blade dynamics to complete rotor/body dynamics is introduced. The effects of the basic rotor design parameters on flight dynamics are traced and certain hingeless rotorgraft problems are treated in some detail. A special chapter is devoted to the alleviation of hingeless rotor flight-dynamics problems by feedback control systems. Analytical modeling techniques, mathematical analysis techniques, and model and flight testing techniques for hingeless rotorcraft are discussed

Author

N75-13795# Advisory Group for Aerospace Research and Davelopment, Paris (France).

V/STOL AERODYNAMICS

Oct. 1974 385 p. refs. Partly in ENGLISH and partly in FRENCH Proc. of the Fluid Dyn. Panel Symp., Delft, Netherlands, 24-26 Apr. 1974

(AGARD-CP-143) Avail: NTIS HC \$10.00

The proceedings of a conference on the design, development, and flight obsracteristics of V/STOL sircraft are presented. The subjects discussed include the following: (1) powered high lift systems, (2) mechanical high lift systems, (3) jet lift, (4) ground effect, and (5) serodynamic prediction methods and simulation requirements. Examples of V/STOL sircraft configurations are illustrated. Specific performance parameters, actual and predicted, are analyzed in graph form. Numerical methods for determining serodynamic obsracteristics from wind tunnel and flight tests are developed. For individual titles, see N75-13795 through N75-13821.

N75-13796* National Aeronautics and Space Administration Ames Research Center, Moffett Field, Calif V/STOL AERODYNAMICS: A REVIEW OF THE TECHNOLOGY

David H Hickey In AGARD V/STOL Aerodyn. Oct. 1974 13 p. refs (For availability see N75-13795-05-02) CSCL 010

An analysis of the development and technological applications of V/STOL aircraft to presented. The use of V/STOL aircraft to overcome the limitations of conventional aircraft is discussed. The aspects of V/STOL aircraft which are considered are: (1) economic penelties of propulsive lift. (2) advantages of propulsive lift. (3) potential improvements in V/STOL aircraft. (4) the aerodynamics of V/STOL aircraft, and (5) proposals for additional cessarch in V/STOL development.

Author

N75-13797 De Havilland Aircraft Co. Ltd. Downsview (Ontario) RESEARCH INTO POWERED HIGH LIFT SYSTEMS FOR AIRCRAFT WITH TURBOFAN PROPULSION

B. Eggleston In AGARD V/STOL Aerodyn. Oct. 1974 17 p

refs (For availability see N75-13795 O5-02)

The characteristics and applications of powered high lift systems suitable for turbofan powered aircraft are reviewed. Aerodynamic research conducted on high lift systems for use with high bypass ratio turbofan engines are reported. The systems discussed include. (1) mechanical flaps, (2) internally blown flaps, (3) externally blown flaps, and (4) vectored thrust. Tests on

two-dimensional and three-dimensional models were conducted and the aerodynemic characteristics are applied to design studies of a turbofan powered short takeoff and landing transport alroraft. The application of computerized three-dimensional potential flow method to lift prediction for a wing with internally blown flaps is described.

Author

N75-13798 Air Force Flight Dynamics Lab , Wright-Patterson AFB. Ohio.

PREDICTING THE MAXIMUM LIFT OF JET-FLAPPED WINGS

David J. Moorhouse In AGARD V/STOL Aerodyn. Oct 1974 9 p. refs (For availability see N75-13795 05-02)

A method for predicting the maximum lift of jet flap configurations is presented. The three parts of the process are described. A theoretical expression for the increment in maximum lift due to blowing on jet-flapped airfolls was obtained that was based on the assumption of a leading-edge stall. For practical application a three-dimensional theory is required, with suitable corrections for finite aspect ratio and part span flaps. The expression shows agreement with measured results for pure jet flaps, internally blown flaps, and upper surface blown flaps. It was determined that the results are independent of the actual presence of a leading edge stall, independent of the sweep angle, and applicable to aspect ratios greater than approximately three.

Author

N75-13789 Air Force Flight Dynamics Leb., Wright-Patterson AFB, Ohio.

WIND TUNNEL INVESTIGATION OF THREE POWERED LIFT STOL CONCEPTS

R. F. Osborn and G. S. Ostes In AGARD V/STOL Aerodyn. Nov 1974 12 p. refs (For svallability see N75-13795 05-02)

A comprehensive, parametric wind tunnel investigation of three short takeoff and lending aircraft concepts was conducted. The three STOL configurations were: (1) the externally blown flap (EBF), (2) internally blown flaps (IBF), and (3) the mechanical flap/vectored thrust (MF/VT). Wind tunnel model characteristics are shown as well as the details of the high lift devices tested. The effect of engine location is discussed and is shown to be the dominant factor in EBF and MF/VT powered lift performance. Wing sweep and aspect ratio effects on lifting performance are analyzed. Performance in ground effect is covered using the test data collected. Incremental changes in the lift, drag, and pitching moment characteristics resulting from in-ground effect operation are explained. A comperison of the aerodynamic performance of the three powered lift systems is included.

Autho

N75-13800 National Aeronautical Establishment. Uttawa (Ontario). Low Speed Aerodynamica Lab THE SPANWISE LIFT DISTRIBUTION AND TRAILING VORTEX WAKE DOWNWIND OF AN EXTERNALLY BLOWN

JET FLAP
R H. Wickens /n AGARD V/STOL Aerodyn. Oct. 1974 23 p

refs (For availability see N75-13795 05-02)

The aerodynamic characteristics of externally blown flaps (EBF) are presented for configurations of the quasi-two dimensional and reflection-plane type. Force and surface pressure measurements have shown that significant lift increments can be realized by external blowing, and that the spanwise effect of this increase extends outward from the hacelle location. The effective stream tube dimension of the additional lift can be a significant fraction of the wing span. Downstream flow surveys have shown that the presence of mixed regions of propulsive and vortex flows is typical of the EBF, particularly for multi-engined finite wing configurations. The characteristics of wake measurements downwind of a half-model of a multi-engine aircraft of the EBF type are described.

N75-13801 Royal Aircraft Establishment, Bedford (England).
THE FLOW AROUND A WING WITH AN EXTERNAL FLOW
JET FLAP

P. R. Ashill and D. N. Foster In AGARD V/STOL Aerodyn Oct. 1974 13 p. rofs (For availability see N75-13795 05-02)

The main features of the flow around a wing with an externally blown jet flap are discussed. Measurements were made, under wind-on and wind-off conditions, on a half model of a wing-fuselage with an injector powered nacelle mounted under the wing. Analysis of the velocity distributions measured in the jet at the trailing edge of the flap suggests that the turning and spreading process is sensibly independent of forward speed. The sweepback offect on the spanwise distribution of momentum towards the wing tip is investigated. It was determined that the

spanwise distributions of lift and pressure drag, derived from static pressure measurements made under wind un conditions. exhibit a pronounced nonuniformity in the vicinity of the nacelle. It is stated that the jet flap effect on the total lift is small.

N75-13802 Canadair, Ltd., Montreal (Quebec). INVESTIGATION OF EXTERNALLY BLOWN FLAP AIRFOILS WITH LEADING EDGE DEVICES AND SLOTTED FLAPS
Fotia Mavriplis and David Gilmore In AGARD V/STOL Aerodyn.
Oct 1974 12 p refs (For availability see N75-13795 05-02)

An investigation was conducted to provide information on the aerodynamics of externally blown flap systems and to establish the correspondence of such systems, in which the flap is blown by a jet of circular cross section, with two dimensional jet flaps. Wind tunnel tests were conducted with a two dimensional high lift wing model and a tip turbine fan having a diameter-to-wing chord ratio of 0.365. A semi-empirical two dimensional method is also presented which is an extension of the theory for thin multi-element airfolls and a nonlinear jet geometry. The measured data provided useful empirical relationships for estimating the two dimensional C sub L max and C sub D.

N75-13803 Societe Bertin et Cie, Plaisir (France).
PRESENTATION OF AERODYNAMIC AND ACQUSTIC RESULTS OF QUALIFICATION TESTS ON THE ALADIN 2 CONCEPT PRESENTATION DES RESULTATS AERODYnamiques et acquetiques des essais de qualifi-CATION OU CONCEPT ALADIN 2]

Maurice Collard, Claude Doyotte, and Max Sagner In AGARD V/STOL Aerodyn. Oct. 1974 12 p refs in FRENCH (For availability see N75-13795 05-02)

所の名を見るとはなりかられたのから

Wind tunnel tests were conducted of a scale model of the Aladin 2 aircraft. The propulsion system configuration is described and the air flow caused by jet ejection is analyzed. Three dimensional flow studies in the vicinity of the engine installation were made. Diagrams of the leading and trailing edge flaps are provided. Graphs are developed to show the serodynamic performance under conditions of various airspeed and flap deflection.

N78-13804 Office National d'Etudes et de Recherches Aerospatiales, Paris (France). THEORETICAL AND EXPERIMENTAL STUDY OF BOUND-ARY LAYER CONTROL BY BLOWING AT THE KNEE OF A

Bernard Monnerie and Guy Lovat In AGARD V/STOL Aerodyn

Oct. 1974 20 p refs. in FRENCH; ENGLISH summary (For

availability see N75-13795 05-02)

An investigation of lift augmentation by boundary layer blowing was conducted. The test equipment consisted of a large scale mounting for the study of two dimensional boundary layers. The tests were conducted in a low speed wind tunnel three meters in diameter. The experimental results obtained by probing the jet-boundary layer mixing zone are presented. The results are compared with computations using a turbulence model based on the Nee-Kovasznay equation for the viscosity coefficient.

N75-13805 * National Aeronautics and Space Administration Ames Research Center, Moffett Field, Calif

AERODYNAMICS OF JET FLAP AND ROTATING CYLINDER FLAP STOL CONCEPTS

Woodrow L. Cook, David H. Hickey, and Hervey C. Quigley In AGARD V/STOL Aerodyn. Out. 1974 5 p. refs (For availability see N75-13795 05-02) CSCL O1C

The serodynamic effectiveness of various propulsive lift concepts to provide for the low speed performance and control required for short takeoff and landing aircraft is discussed. The importance of the interrelationship between the propulsion system and serodynamic components of the aircraft is stressed. The relative effectiveness of different lift concepts was evaluated through static and wind tunnel tests of various aerodynamic models and propulsion components, simulations of aircraft, and in some cases, flight testing of research aircraft incorporating the concepts under study. Results of large scale tests of lift augmentation devices are presented. The results of flight tests of STOL research aircraft with augmented jet flaps and rotating nylinder flaps are presented to show the steeper approach flight paths at low forward speeds

N75-13806 Avions Marcel Dassault-Breguet Aviation, Saint-Cloud (France)

P. Perrier and M. Lavenant In AGARD V/STOL Aerodyn. Oct 1974 15 p refs in FRENCH; ENGLISH summary (For availability see N75-13795 05-02)

The development of wing lift augmentation for short takeoff aircraft is discussed. The problems associated with powered lift created interest in designing mechanical high lift devices capable of lift coefficient greater than 4. To obtain such a coefficient, computerized techniques were used. A wing with powerful mechanical high lift devices was designed with a combined use of theoretical serodynamic methods and experience gained in developing the advanced mechanical systems. Comparisons between estimated and test results are provided

N75-13807 Deutsche Forschungs- und Versuchsanstell fuer Luft- und flaumfahrt, Goettingen (West Germany).

A METHOD FOR PREDICTION OF LIFT FOR MULTI-ELEMENT AIRFOIL SYSTEMS WITH SEPARATION

K. Jacob and D. Steinbach In AGARD V/STOL Aerodyn Oct. 1974 16 p refs (For availability see N75-13795 05-02)

A numerical procedure is presented for analyzing the performance of high lift devices such as leading edge stats and slotted flaps. The method also makes it possible to predict pressure distributions and lift for many arbitrary sirfoil combinations in incompressible flow. The method considers the boundary laver displacement effect and allows for rear separation with a dead air region. The maximum lift can be predicted on the basis of the geometry of the system and the Reynolds number of the The method has been programmed in FORTRAN for the IBM 360-65 computer and has been applied to several sirfolf combinations. Diagrams of the flow characteristics of the sirfoils under varying conditions are provided. The mathematical models which support the theoretical aspects are developed.

N75-13808 Aeronautical Research Inst. of Sweden, Stockholm.
EXPERIMENTAL HIGH LIFT OPTIMIZATION OF MULTIPLE ELEMENT AIRFOILS

Bjoern L. G. Ljungstroem In AGARD V/STOL Aerodyn. Oct. 1974 16 p refs (For availability see N75-13795 05-02)

The application of two dimensional testing and two dimensional wind tunnel techniques for experimental high lift investigations is discussed. The tests conducted on geometrical variations of double and triple slotted mechanical flaps are described. It is shown that an optimum slat position corresponds to a flow with relatively little interaction between the slat wake and the main wing and flap boundary layers. Similar results were also obtained for the trailing edge, where it is found that the different viscous layers should be kept essentially separated from each other. The interrelationship between the flow over the leading-edge slats and that over the trailing-edge flaps is analyzed. The calculation methods consist of a potential flow method and a method in which the boundary laver effects are considered

N75-13809 British Columbia Univ. Vancouver THE AERODYNAMICS OF TWO-DIMENSIONAL AIRFOILS WITH SPOILERS

G. V. Parkinson, G. P. Brown, and T. Jandali. In AGARD. V/STOL Aerodyn. Oct. 1974 10 p. refs. Sponsored by Defende Res. Board of Canada (For evallability see N75-13795 08-02)

The development of three incompressible potential flow methods for two dimensional strfolls with upper surface spoilers is discussed. A linearized free stream theory is used to predict the steady and transient lift on thin, single-element airfolls of arbitrary incidence, camber, and thickness, with spoilers of arbitrary position, height, and inclination. Theories for determining the pressure distribution on thick airfolls are reported. Wind tunnel measurements of steady and transient lift and pressure distribution have been made using two different airfoil profiles with several different spoiler sizes, positions, and inclinations.

N75-13510 Politegnico di Milano (Italy). Instituto di Ingegneria Aerospaziale

THE EFFECT OF VORTEX GENERATORS ON THE DEVELOP-MENT OF A BOUNDARY LAYER

Sergio DePonte and Arturo Baron. In AGARD. V/STOL Aerodyn. Oct. 1974 5 p. refs (For availability see N75-13795 05-02)

The development of computer techniques for predicting the aerodynamic characteristics of an airfoil in the presence of vortex generators is discussed. An experimental program to investigate the turbulent atructure of the vortex was conducted it was

determined that the vorticity profiles are very similar to those characterizing the viscous case, although the vortex was turbulent A model of vortex-boundary layer interaction was constructed The model is the basis of many conclusions about the application of vortex generators as a means of boundary layer control

N75-13811 Vereinigte Flugtechnische Werke-Fokker G.m.b.H., Bremen (West Germany)

JET LIFT PROBLEMS OF V/STOL AIRCRAFT

J. Baiche In AGARD V/STOL Aerodyn refs (For availability see N76-13795-05-02) Oct 1974 18 p

The effect of jet lift interference on the design of jet-supported V/STOL aircraft is discussed. The basic flow problems which are assumed to be valid for all types of V/STOL aircraft are analyzed. The operational aspects of military V/STOL aircraft are examined. The specific problems of V/STOL operation involving transition flight, pitch control and stability, lateral /direction, control and stability, hovering flight, and recirculation of the jet exhaust are presented

N78-13812 Versinigte Flugtenhnische Werke-Fokker G.m.b.H., Bremen (West Germany)

SIDESLIP IN VIOL-TRANSITION FLIGHT: A CRITICAL FLIGHT CONDITION AND ITS PREDICTION IN SIMPLE WIND TUNNEL TESTS

B. Eweld In AGARD V/STOL Aerodyn.

refs (For evaluability see N75-13795 05-02)

Wind tunnel tests were conducted to analyze the performance of the VAK 191 B VTOL aircraft during transition flight. Tie procedures for conducting the wind tunnel tests are explained It was determined that the ratio of jet momentum and free stream momentum is the most important scaling parameter for the influence of the jet on the external flow field. The results of the wind tunnel tests are compared with flight test results to determine the extent of agreement. Based on the wind tunnel tests, development of the aircraft automatic sititude control system and a system for pilot training in the flight simulator was

N75-13813 National Aerospace Lab., Amsterdam (Netherlands). A METHOD FOR THE CALCULATION OF THE FLOW FIELD INDUCED BY A JET EXHAUSTING PERPENDICULARLY INTO A CROSS FLOW H. Snel In AGARD VISTUL Aerodyn. Oct. 1974 16 p refs

(For availability see N78-13795 05-02)

A description is given of a method for the calculation of the potential flow field arising from the interaction of a turbulent let with a uniform free stream. The method is applied to the case of a jet moving perpendicularly into a cross flow. The model assumes the jet to entrain free stream mass together with its free stream momentum. The decay of axial velocity in the jet is used as empirical input. The geometry of the jet surface and jet entrainment follow from the model. A set of quadratic equations, describing mass and momentum transfer from the exterior flow to the jet, consistent with equations used for the jet model, yields the normal velocity distributions and the source strengths of the surface panels

N75-13814 Air Force Flight Dynamics Lab , Wright-Patterson AFB, Ohio. Prototype Div. DESIGN AND TEST OF EJECTOR THRUST AUGMENTA-

TION CONFIGURATIONS

S. L. Brown and R. D. Murphy In AGARD V/STOL Aerodyn. Oct. 1974 12 p refs (For availability see N75-13795 05-02)

The application of hypermixing primary injection notife devices for operational vertical takeoff aircraft is discussed Preliminary design studies have been directed toward subsonic and supersonic VTOL close air support fighters in addition to demonstrating the feasibility of the ejector thrust augmentation (EVA), special problems in the areas of engine cycle characteristics, internal serodynamics, and external dynamics were investigated. Twodimensional wind tunnel tests were conducted to analyze the external aerodynamic problem areas. One test investigates the vertical Right mode and the other test investigates the transition flight mode Author

N75-13616 Ruhr Univ. Bochum (West Germany) GROUND EFFECT ON AIRFOILS WITH FLAPS OR JET FLAPS

K Gerstan, R Loehr, and E Bease In AGARD V/STOL Aerodyn. Oct. 1974 12 p refs (For availability see N75 13795 05-02)

The two-dimensional incompressible flow past airfoils with

flaps or jet flaps near the ground is investigated. The inviscid flow is calculated by potential theory methods. It is shown that the nonlinear effects due to large angles of attack and flap angles become increasingly important as airfoils approach the ground. For airfoils with jet flaps, wind tunnel tests, including ground simulation, have been carried out. The theoretical results are compared with experiments and with linear theory

N75-13816 * National Aeronautics and Space Administration

Ames Research Center, Modelt Field, Calif
MEASUREMENT OF TILT ROTOR VTOL ROTOR WAKEAIRFRAME GROUND AERODYNAMIC INTERFERENCE FOR

APPLICATION TO REAL TIME FLIGHT SIMULATION

Troy M Gaffey (Bell Helicopter Co., Ft. Worth, Tex.) and Martin D. Meisel. In AGARD. V/STOL Agrodyn. Oct. 1974. 12 p. refs (For availability see N75-13795 05-02) CSCL O1C

The hover and low speed rotor wake-airframe-ground aerodynamic characteristics of the XV-15 tilt rotor research aircraft were determined in wind tunnel tasts of a scale model. Results of the wind tunnel tests were applied to real flight time simulation. The principal findings of the wind tunnel tests are summarized The effect of aerodynamic interference on the handling qualities of the strotaft is analyzed it was determined that serodynamic interference effects are significant in hover and at low speeds, with the influence being more pronounced in ground effect than out of it. At airspeeds above 60 knots, aerodynamic interference does not have a significant affect on handling characteristics.

N75-13617 Air Force Flight Dynamics Lab., Wright-Patterson AF5, Ohio. Flight Control Div.

US AIR FONCE VISTOL AIRCRAFT AERODYNAMIC PREDICTION METHODS

Henry W. Woolard In AGARD V/STOL Aerodyn. Oct. 1974 14 p. refs (For evallability see N75-13795 05-02)

Ansiytical methods for the prediction of the serodynamic characteristics of V/STOL aircraft are reviewed. The serodynamic characteristics of short takeoff aircraft are discussed with emphasis on high lift systems using internally-blown flaps, under the wing externally-blown flaps, and machanical flaps combined with thrust vectoring. The power-induced serodynamics of lift-jot, lift-fan, and vectored thrust V/5TOL sircraft operating in hover and transition flight regimes are examined. Emphasis is placed on describing selected methods that employ rational analytical modeling of the real serodynamics in conjunction with empirical modifications as required.

N75-1381# Dornier-System G.m.b.H., Friedrichshafen (West

PREDICTION OF AFRODYNAMIC INTERFRENCE EFFECTS

WITH JET-LIFT AND FAN-LIFT VTOL AIRCRAFT
Dieter Weite In AGARD V/STOL Aerodyn Oct
refs (For availability see N75-13795 08-02) Oct 1974 9 p

A guide-line for a rough estimation of the jet induced lift losses of VTOL sirgraft configurations with jet-lift and fan-lift angines havering in and out of ground effect is presented. The natura and magnitude of the serodynamic jet interference effects is found empirically by dimensional analysis of the flow field and by measurements. Jet induced lift losses and pitching moments with forward speeds are discussed on the basis of wind tunnel measurements.

N75-13819 British Aircraft Corp., London (England). Military

A REVIEW OF THE LIFTING CHARACTERISTICS OF SOME JET LIFT V/STOL CONFIGURATIONS

P. G. Knott and J. J. Hargreaves In AGARD V/STOL Aerodyn. Oct. 1974 12 p refs [For availability see N75-13795 05-02]

Changes to the wing lift that occur as a result of the interaction between the lifting jet efflux and the free stream are discussed. Attempts to develop empirical models for predicting the serodynamic characteristics are described. Data correlation attempts are discussed with respect to a curve fitting exercise using data from tests on a finite wing with jet size and position as variables, and a method which approximates the lift to thrust coefficient relationship linearly. It is stated that the location of the lift jets is one of the most fundamental parameters and test results are presented to show some of the lift trends. Results from tests conducted in ground effect in both hover and forward speed are discussed. Author N75-13520* National Assenautius and Space Administration

Ames Research Center, Moffett Field, Calif
REQUIREMENT FOR SIMULATION IN V/STOL RESEARCH AIRCRAFT PROGRAMS

Hervey C. Quigley and Curt A. Holzhauser. In AGARD. V/STOL Aerodyn. Oct. 1974 11 p refs (For availability see N75-13795 05.02) CSCL D10

The application of flight simulation to aircraft design and development is discussed. The general stages of aircraft development are defined. The application of flight simulation to the following projects is reported (1) the development and flight research of the Augmented Jet-Flap STOL research aircraft and (2) design studies of advanced VTOL research aircraft. It is stated that the simulation projects proved significant in helping establish criteria for the aircraft design and in facilitating the study of problems associated with new flight profiles, new mathods of control, and special emergency conditions

N75-13821 Kingston Polytechnic, Kingston-Upon-Thames (England)

A LITERATURE BURVEY ON JETS IN CROSSFLOW

E. C. P. Ransom and P. M. Wood. In AGARD. V/STOL Aerodyn. Oct. 1974 7 p refs (For availability see N75-13795 05-02)

The important features of a literature survey on the interference effects of lets in cross flow are outlined. The catalog lists the reports reviewed and contains a tabulation of data in terms of the independent variables, dependent variables, and test techniques. The experimental work is considered with respect to the following: (1) the fluid and geometrical properties of the jet and cross flow and (2) the geometrical arrangement of the aerodynamic elements

N75-22280# Advisory Group for Aerospade Research and Development, Paris (France)

AIRCRAFT STALLING AND BUFFETING

Feb 1975 189 p. refs. In ENGLISH, partly in FRENCH (AGARD-LS-74). Avail. NYIS. HC \$6.26

Lectures on the subject of aircraft stalling and buffeting are presented. The scope of the presentations involves recent developments in the understanding of the fluid dynamics of aerodynamic stalling and buffeting, the dynamic response of the alloraft, and techniques for buffet prediction, with consideration of the implications for aircraft design for individual titles, see N75-22281 through N75-22287

N75-22281 Royal Aggraft Establishment, Bedford (England) AIRCRAFT STALLING AND BUFFETING: INTRODUCTION AND OVERVIEW

G R Taylor In AGARD Aircraft Stalling and Buffeting Feb 1975 18 p refs (For availability see N75-22280 14-02)

The phenomena of aircraft stalking and buffeting are and lyzed with respect to the influence exerted by various aerodynamic configurations. Variations of the lift coefficient of a wing with changes in angle of incidence and Mach number are examined to show the effect on the stalling characteristics. Aerodynamic designs which provide a uniform pressure distribution as a method

for delaying the onset of serodynamic stall are described. Block diagrams are developed to show the relationships of serodynamic forces and serodynamic effects for structural buffeting and rigid-body dynamics. The limitations imposed on aircraft maneuverability by the onset of aerodynamic stall are explained. Author

N75-22282 Douglas Aircraft Co., Inc., Long Beach, Calif.
REMARKS ON FLUID DYNAMICS OF THE STALL
A. M. O. Smith In AGARD Aircraft Stelling and Buffeling Feb. 1975 33 p refs (For availability see N75-22280 14-02)

An analysis of serodynamic stalling based on fluid mechanics phenomena is presented. Emphasis is placed on the flow separation which occurs during a stall and flow photographs of such events are provided. Limits to pressure rise for both laminar and turbulent flows are given, as well as their general theory.

The effects of Reynolds number, Mach number, and sirfoll shape on flow separation are examined. Diagrams of the conditions existing in full aircraft stall and buffeting process are developed. The problem of calculating flows with separation is discussed.

N75-22283 Booing Co., Seattle, Wesh PREDICTION AND ANALYSIS OF THE LOW SPEED STALL CHARACTERISTICS OF THE BORING 747

William McIntosh and John K. Wimpress In AGARO Aircraft Stalling and Buffeting Feb. 1975 21 p (For availability see N75-22280 14-02)

Wind tunnel tests for estimating the stall speed of the Boeing 747 aircraft were conducted. The test results were adjusted to full scale flight values using correlation factors developed from other transport aircraft designs. Flight results showed a reasonable degree of success in predicting stall speeds. A further analysis was made to show the effects of percelastic and airplane dynamics in accurately predicting aerodynamic

N75-22284 Office National d'Etudes et de Recherches Aerospatiales, Paris (France) FLOW SEPARATION AND AERODYNAMIC EXCITATION AT

TRANSONIC SPEEDS

B. Monnerie In AGARD Aircraft Stalling and Buffeting Feb. 1975 14 p refs in FRENCH; ENGLISH summary (For availability see N75-22280 14-02)

The effects that the birth and growth of separated flow areas on an aerospace vehicle surface have on aerodynamic stalling and buffeting are discussed. The separated flow areas are defined as those points of turbulent flow which produce high level pressure fluctuations and excite the vehicle structure The influence of strong positive pressure gradients in the transonic regime is analyzed. The computation of buffeting intensity is analyzed with respect to the characteristics of the unsteady

N75-22285 Royal Aircraft Establishment, Bedford (England).
AIR CRAFT DYNAMIC RESPONSE ASSOCIATED WITH FLUCTUATING FLOW FIELDS

J. G. Jones In AGARD Aircraft Stalling and Buffeting 1975 15 p refs (For availability see N75-22280 14-02)

The interactions of fluctuating flow fields and the dynamic response of aircraft structures which results in buffeting are discussed. A basic feature of the dynamic analysis of buffeting is the closed-loop interaction between the fluctuating fluid motion and the motion of the wing surface. The problem of formulating an appropriate theoretical model for structural buffeting is discussed, together with the analogous situation involving response in rigid-body modes, including the ascillatory motion known as wing-rocking Author

N75-2226 British Aircraft Corp., Warton (England). Aerody-

PRE-STALL BEHAVIOR OF COMBAT AIRCRAFT

D. E. Shaw In AGARD Aircraft Stalling and Buffeting 1975 18 p. refs (For availability see N75-22280 14-02)

High incidence, pre-stall behavior of combat sircraft is discussed in terms of fluid flow characteristics and the corresponding flight dynamic phenomens. Emphasis is pieced on the serodynamic phenomena which are defined as wing-rook. The phenomena are associated with a collegee of the dutch roll characteristics to a divergent rolling oscillation and with the rigid airframe response in the dutch roll made to the low frequency content of wing buffet.

N75-22257 Messerschmitt-Boelkow-Blobat G.m.b.H., Munich (West Garmany)

CRITICAL REVIEW OF METHODS TO PREDICT THE SUFFET PENETRATION CAPABILITY OF AIRCRAFT Helmut John In AGARD Aircraft Stalling and Buffeting

1975 29 p refs (For availability see N75-22280 14-02)

A general survey of methods for predicting the buffet penetration capability of various aircraft is presented. The influence of serodynamic buffeting on the performance and maneuverability of alroraft is discussed. The pradiction of buffeting intensity on the basis of mean serodynamic loads is examined. Mathematical models of the buffet response to determine loads and peak accelerations are developed. Wind tunnel tests for determining stall characteristics using a forced vibration model in one case and a nonlinear flutter model in the second case are described.

N75-23485# Advisory Group for Aerospace Research and Development, Paris (France)

AIRFRAME /PROPULSION INTERFERENCE

Mar 1975 419 p refs in ENGLISH; partly in FRENCH Presented at the Fluid Dyn. Panel Symp. Rome, 3-6 Sep. 1974 (AGARD-CP-150) Avail: NTIS HC \$10.50 CSCL 01A

The proceedings are reported of the Fluid Dynamics Panel Symposium hald in Rome. Research on airframe/propulsion interference, and the design of combat and transport aircraft were discussed. For individual titles, see N75-23486 through N75-23513

N75-23486 Office National distudes et de Recherches Aerospatiales, Paris (France) INTERACTION PROBLEMS BETWEEN AIR INTAKES AND AIRCRAFT [PROBLEMES D'INTERACTIONS ENTRE LA

PRISE D'AIR ET L'AVION)

Jacky Leynaert In AGARD Airframe/Propulsion Interference Mar 1975 11 p refs in FRENCH (For availability see N75-23485

The definition of the interaction terms between the air intake and the airframe, and the theoretical and experimental tools used to study the problem for subsonic or supersonic aircraft are presented. Some examples of the influence of a nonuniform upstream flow on the internal flow characteristics of supersonic intakes are given, and some means of adjusting the inlet to a nonuniform flow, mainly for flight with incidence or yaw, are Author

N75-23487 Northrop Corp., Hawthorns, Calif. A CRITERION FOR PREDICTION OF AIRFRAME INTEGRA-TION EFFECTS ON INLET STABILITY WITH APPLICATION TO ADVANCED FIGHTER AIRCRAFT

Gordon R. Hall In AGARD Airframe/Propulsion Interference Mar 1975 15 p refs (For availability see N75-23485 15-02)

A simple criterion for the prediction of the effects of aircraft external flow field on installed inlet stability is presented. Wind tunnel data obtained from model tests of an advanced fighter stroisit are used to provide a base for discussion of installed inlet instability and to demonstrate the instability criterion. Specifically, two sources of supersonic inlet instability are identified, the instability mechanism is discussed and an instability criterion is defined, and application of the criterion is demonstrated. The sources of instability include ingestion of separated fuselage houndary layer at high aircraft attitude and ingestion of a vortex generated by a wing leading edge extension at negative attitude. A common stability criterion accounting for the affect of freestream Mach number, aircraft attitude, and inlet mass flow ratio is postulated and confirmed by available data. This same criterion is discussed in relation to observed cases of subsonio inlet instability and inlet instability resulting from slipstream ingestion. Application of the criterion to evaluate the effects of configuration changes on inlet stability boundaries is demon-

N76-23488 Aircraft Research Association, Ltd., Bedford

THE MEASUREMENT OF THE TRANSONIC SPILLAGE DRAG OF A SUPERSONIC INTAKE

S.A.M. Thornley and E.C. Carter. In AGARD. Airframe/Propulsion. Interference Mar 1975 13 p refs (For availability see N75-23485

The technique is described in current use at the Aircraft Research Association for the measurement of the transonic spillage drag of a two dimensional, ramp intake. The method requires the calibration of the intake duct system for both mass flow and exit momentum. The technique is equally applicable to supersonic testing. The achieved repeatability of the measurements allows intake configuration differentiation to + or + 1% in aircraft drag for a typical supersonic fighter aircraft at high subsonic speed. Theoretically based culculations show satisfactory agreement with the measurements both for a range of intake mass flow and for intake ramp angle changes. The technique is economical and suitable for routine testing. General comments on the merits of methods available for the measurement of spillage drag using the balance mounted and whole model technique are presented together with recommendations for further technique development Author

N76-23499 Grumman Asionpace Corp., Bethpage, N.Y. AN EXPERIMENTAL INVESTIGATION OF THE COMPONENT DRAG COMPOSITION OF A TWO-DIMENSIONAL INLET AT TRANSONIC AND SUPERSONIC SPEEDS Clifton J Callahan In AGARD Airframs/Propulsion Interference

Mar 1975 16 p refs (For availability see N75-23485 15-02)

An experimental study was performed to establish the separate drag force contributions of the principal components of a rectangular, two-dimensional, external compression type. supersonic air induction inlet system. Concurrently, inlet system performance was measured in terms of engine face total pressure recovery and spacial flow distortion, and the possibility for tradeoff between inlet system drag and performance was explored. A scale model of the forebody, including air inlet and duct systems. of an advanced, twin engine, strike aircraft was employed for the study. The wind tunnel model arrangement utilized a dual-balance technique to measure forebody and the infet forces separately. The effects on the air induction system and vehicle forebody due to inlet component changes and varying propulsion air flow requirement were identified. The major intet variables in the investigation included cowling lip and sidewall geometries. boundary layer bleed and air bypass exhaust configuration, and compression surface deflection schedule. The wind tunnel testing was conducted in closed circuit, continuous flow test facilities over a full range of supersonic and transonic speeds and representative ranges of vehicle angles of strack and sideslip Three significant aspects of the program are addressed injet and vehicle configuration integration, wind tunnel model arrange ment for force data measurement, and measured drag and performance results. These data can be broadly divided according to cowling, side wall, and bleed/bypass effects in order to display major trends in drag and performance for the investigated transonic and supersonic speed regimes

N75-23490 National Agrospace Lab , Amsterdam (Netherlands). JET INTERFERENCE OF A PODDED ENGINE INSTALLA-TION AT CRUISE CONDITIONS

B Munniksma and F Jaarsma In AGARD Airframe/Propulsion Interference Mar 1975 16 p refs (For availability see N75-23485

The results of an experimental wind tunnel test program on the wing-pylon-bypass engine combination of the Airbus A 300 B similars are presented. Only serodynamic interference due to the engine jet was considered For determining the interference drag due to the engine jet as well as to have the possibility to extrapolate the test results from model reference conditions to full scale a test scheme was developed. To prove the validity of the assumptions of this scheme several intermediate steps were made. As the engine jet-sirframe interference is mutual, also effects of the external flow on the internal engine nozzle flow causing engine shifting has to be considered in order to estimate the magnitude of this influence of the external flow field a two-dimensional model of the fan nozzle has been tested using an optical technique From these tests the specific features of the fan nozzle flow field ranging from subgritical via supercritical to choked conditions are described

N75-23491 Avions Marcel Dassault-Breguet Aviation, Saint Cloud (France)

EFFECT OF EXTERNAL CONDITIONS ON THE FUNCTION. ING OF A DUAL FLOW SUPERSONIC NOZZLE EFFET DES CONDITIONS EXTERIEURES SUR LE FONCTIONNE MENT D'UNE TUYENE SUPERSONIQUE DOUBLE-FLUX Guy DeRichemont and J Delery (Office Natl d'Etudes et de Rech Aerospatiules, Parisl In AGARD Airframe/Propulsion Interference Mar 1975 14 p refs in FRENCH ENGLISH summary (For availability see N76-23485 15-02)

The design of versatile military aircraft implies a very careful study of the propulsion system, taking into account interferences with the external flow A possible solution to this difficult problem of adoptation is that of a dual flow system consisting of two nozzles with variable sections. Flow regimes where the primary jet impiges on the secondary nozzle are considered. The evolution is analyzed of the phenomena when the external pressure and the distance between primary injector exhaust plane and the nozzle exit are varied. This experimental study shows the influence of the external conditions upon the functioning of the nozzle Theoretical methods are given which allow a reasonable prediction of nozzle performance under such conditions

N75-23492 LTV Aerospace Corp. Dallas, Tex. Vought Systems SUSSONIC BABE AND BOATTAIL DRAG, AN ANALYTICAL **APPROACH**

J. K. Quermann. In AGARD. Airlrame/Propulsion Interference Mar 1975 12 p refs (For availability see N75-23485 15-02) Methods of subsonic potential flow were applied to the

calculation of base and boattail drag. For configurations with a base the Korst method was extended to subsonic flow by

incorporating a standard family of free streamline shapes and a semi-empirical scheme for selecting the total pressure on the dividing streamline. The potential flow around the shape defined by the body, free streamline, and jet establishes the base and

boattail pressures. Significent parts of the drag associated with the base actually appear on the boattail. In the absence of a base, the effect of the jet shape is felt by the boattail. With an underexpanded supersonic jet a portion of the thrust which would otherwise be lost in external expansion is recovered on the boattail. The fraction recovered drops rapidly with increasing jet pressure ratio. Results are compared with flight and wind tunnel tests on the Vought A-7 Airplane.

Author

N75-23493 Office National d'Etudes et de Recherches Agrospatisles, Paris (France).

THEORY OF MIXING PLOW OF A PERFECT FLUID AROUND AN AFTERBODY AND A PROPULSIVE JET [COUPLAGE ENTRE L'ECQULEMENT AUTOUR D'UN ARRIERE-CORPS ET LE JET PROPULSIF EN THEORIE DE FLUIDE PAR-EALT]

Roland Maria Sube. Jean-Jacques Chattot, and Georges Gillon In AGARD. Airframe/Propulsion Interference. Mer 1975. 12 p. refs. In FRENCH. ENGLISH summery (For availability see N75-23485 15-02).

The interference effects between external and internal flows are examined in the framework of the inviacid flow theory. These phenomena are connected mainly with flows around afterbodies. Subcritical exisymmetrical interacting flows are studied. The computation of both internal and external flows is carried out using a finite element method. The results make it possible to determine the shape of the jet using a pseudo-hodographic method, with an iterative procedure. The interference effects of a supersonic internal flow with subsonic or transonic external flows are considered. The aupersonic internal jet is computed using the method of characteristics. The coupling conditions between the internal and the external flows are taken into account, using an iterative procedure in a way similar to that proposed by Young, but extended to compressible external flows. A comparison with existing experimental results is pre-outed.

Author

N75-23494 New York Univ., N.Y. Agrospinal Lab.
LOW SPEED INJECTION EFFECTS ON THE AERODYNAMIC PERFORMANCE AT TRANSONIC SPEED

Renzo Piva In AGARD Airframe/Propulsion Interference Mar. 1975 10 p. refs. Prepared jointly with Rome Univ. (For availability see N75-23485 18-02)

(Grant AF-AF08R-72-2167)

The problem concerning the possible reduction of the transonic drag for a high speed airplane was studied to enhance the serodynamic performance at low sititudes when the drag must be minimized. Attention was focused on decreasing the drag forces on the aft portion of the vahiole. An experimental investigation was conducted to determine the effect, on afterbody drag, of the injection of a small amount of air spilled from the propulsive system, having low stagnation pressure, in the rear of the model. The purpose of this injection was to avoid overexpansion of the flow and to increase the average pressure on the aft section. The main problem to be investigated is where the injection is most effective and the amount of air required to avoid downstream resitachment. Some results are presented, it was found that the required amount of air is relatively low, because of the high sensitivity of the interaction region to any small change in the flow regime Author

N75-23495 Societe Nationala d'Etude et de Construction de Moteurs d'Aviation, Melun (France).

RESEARCH ABOUT EFFECTS OF EXTERNAL FLOW AND AIRCRAFT INSTALLATION CONDITIONS ON THRUST REVERSERS PERFORMANCES

J. M. Hardy and J. P. Carro. In AGARD. Airframe/Propulsion Interference Mar. 1975. 11 p. in FRENCH; ENGLISH summary (For availability see N75-23485. 16-02).

Development of thrust reversers is generally carried out in engine test cells without external flow. As thrust reversers deviate a significant smount of flow this modifies the serodynamic field surrounding an alroisft. Inversely, flight speed as well as sicraft installation conditions react on the operating characteristics of thrust reversers. This interaction is contingent on the thrust reversers design arrangement. The interaction mechanisms is analyzed using test data collected with two types of thrust reversers during an investigation carried out on the CONCORDE

afterbody. The differences in behavior existing between the reveisers are shown as revealed by tests carried out with no external flow, and with external flow in the O.N.E.R.A. wind tunnel installation. An investigation on interaction mechanisms is presented, bringing out a correlation parameter which makes it possible to extrapolate thrust reverser results obtained in static conditions for various running configurations. A balance of decaleration forces are analyzed, and the effects of flight Mach number on the reversers base pressure values are shown.

Author

N75-23496 British Aircraft Corp (Operating) Ltd. Bristol (England) Commercial Aircraft Div

(England) Commercial Aircraft Div
REVERSE THRUST EXPENIENCE ON THE CONCORDE

A C Willmer and R L Scotland In AGARD Airframe/Propulsion Interference Mer. 1975-15 p. refs (For availability see N75-23485-15-02)

Reverse thrust is used as a means of deceleration on many sircraft. Particul limitations to its use are set by the following sirframe/propulsion interference of hot gas ingestion, and aircraft handling. The reverse thrust force may also differ from that measured on a test bad due to interference. Model tests to determine these interference effects for the Concorde aircraft were carried out. The several test techniques used are described, the model results are compared with those inferred from tests on the pr. totype and production signaft.

Author.

N75-23497 Messerschmitt-Boelkow-Blohm G.m.b H., Munich (West Germany).

REYNOLDS NUMBER EFFECTS ON FORE- AND AFTBODY PRESSURE DRAG

Felix Aulehia and Geert Besigk. In AGARD. Airframe/Propulsion Interfarence. Mar. 1975, 15 p. refs (For availability see N75-23485, 15-02).

As analysis of a wind tunnel investigation at Manh number 0.8 on a series of axisymmetric bodies showed as a main result that varying Raynolds number produces opposite changes in pressure drag on fore- and attbody, respectively, it is explained that this result could very well be caused by wind tunnel interference. As a consequence, to determine attbody drag correctly it will be required either to test in interference free wind tunnels or to take into account the companishing effects on the forebody. Furthermore, it is pointed out that modifications in attbody geometry affect forebody drag. Results from the commonly used affibody test rigs with forebodies fixed to the ground therefore need appropriate corrections. Finally, the sensitivity of drag components with respect to the location of split lines is discussed, it is shown that subdividing the boattail is not advisable from an accuracy point of view. Author

N75-23498 Royal Aircraft Establishment, Farnborough (England) Aerodynamics Dept.

THE SUBSONIC BASE DRAG OF CYLINDRICAL TWIN-JET AND SINGLE-JET AFTERBODIES

J. Reid, A. R. G. Mundell, and J. F. W. Crane. In AGARD Airframe/Propulsion Interference. Mar. 1975. 13 p. refs (For sysilability see: N75-23485 15-02)

The effect was studied of forebody and support interference on the base drag of cylindrical twin-jet afterbodies in wind tunnel tests at subscoild speeds. Two almost identical afterbodies were tested, one in a strong interference field and the other nearly free from interference. The results illustrate the importance of the effect and also serve to test two methods of correction Supplementary tests show that the base drag of a cylindrical twin-jet afterbody tends to be a slightly greater than that of the equivalent exisymmetric configuration. Finally, a method of correlation is described whereby the base drag of both twin-jet and single-jet models may be expressed in linear form. Author

N76-23499 Tennessee Univ. Space Inst. Tullahoma
ON SOME PROBLEMS ENCOUNTERED IN A THEORETICAL
STUDY OF THE EXTERNAL FLOW OVER A NOZZLE
CONFIGURATION IN TRANSONIC FLIGHT

T. H. Moulden, J. M. Wu, and D. J. Spring (Army Missile Command) in AGARD. Airframa/Propulsion interference. Mar. 1975, 12 p. refs. (For availability see N75-23485-15-02). (Contract DAAH01-74-C-0183).

Attention is drain to the lack of information, both experimental and theoretical, concerning the transonic flow over an engine configuration operating at various thrust levels. It is shown that the flow is of great complexity. In particular, when the free stream Mach number is just supersonic, it is found that the confluence between the jet and the external flow is still more nearly subsonic in nature. This observation implies that the usual theories for supersonic base flow are not applicable to this situation. Calculations from such a theory are presented and discussed in the light of experimental evidence. It is recommended that considerable effort be spent in developing theoretical tools based upon solutions to more exact equations and that more fundamental experiments be performed.

Author.

N7813500 All Force Aero Propulsion Lab., Wright-Patterson AFB. Ohio

TWIN JET EXHAUST BYSTEM TEST TECHNIQUES

Ronald J. Glidewell and Arthur E. Fanning. In AGARD. Airframe/ Propulsion Interference. Mer. 1975. 11 p. refs. (For availability see N75-23485.15-02)

The problem of integrating sirframe and propulsion system requires that the various wind tunnel models, used in accomplishing the task, simulate as accurately us possible the internal and external flowfields that will be experienced on the dipplane itself. This is particularly true for those models which are tested to define inlet and exhaust system interactions with the airplane flowfield. Exact simulation is, however, prohibited by the limitations of wind tunnel test tenhniques. For the jet effects model, such limitations include the interference effects associated with the model support system, exhaust plume simulation and the use of inlet fairings in substitution for flowing inlets. Information from a variety of sources is used to assess the impact of these model limitations on the accuracy of afterbody performance measured on twin jet models.

N75-23601 * National Aeronautics and Space Administration. Langley Research Center. Langley Station. Va. AN EXPERIMENTAL STUDY OF JET EXHAUST SIMULA-TION

William B. Compton, III In AGARO Airframe/Propulsion Interference Mar. 1975 11 p. refs (For availability see N75-23485 14-02)

Avail NTIS CECL DIA

Afterbody drag predictions for jet sircraft are usually made experimentally with the jet exhaust flow simulated. The physical cas properties of the fluid used for the model jet exhaust can affect the accuracy of simulation of the airplane's jot exhaust plume. The effect of the accuracy of this simulation on afterbody drag was investigated by wind-tunnel tests with single engine model. In addition to unheated air as the exhaust gas, the decomposition products of three different concentrations of hydrogen peroxide were utilized. The air jet simulation consistently resulted in higher boattall drag than hydrogen peroxide simulation. The differences in drag for the various exhaust gases are attributed to different plume shapes and entrainment properties of the gases The largest differences in drag due to exhaust gas properties were obtained for the combination of high transonic Mach numbers and high boattall angles. For these conditions, the current data indicate that the use of air to simulate a nonafterburning turbojet exhaust can result in an increase in afterbody amounting to 20 percent of the nonafterburning turbojet value.

N75-23502 Rolls-Royce, Ltd., Derby (England). Installation Agrodynamics Section.

A MODEL TECHNIQUE FOR EXHAUST SYSTEM PERFORMANCE TESTING

T D. Coombes In AGARD Airframe/Propulsion Interference Mar. 1975 12 p. refs (For availability see N75-23485 15-02)

An accurate model technique is described that was developed to measure the sum of gross thrust and afterbody drag for nozzle systems with single or two co-axial streams. The rig uses air at ambient temperature and is designed to operate in the 9tr x 8ft transonic wind tunnel of the Aircraft Research Association Limited at Bedford Model test results are also presented to demonstrate the accuracy and repeatability of the rig and show the considerable progress that has been made in advancing the state of the art on exhaust systems for low specific thrust engines.

N75-23503 LTV Aerospace Corp. Dallas, Tex. Vought Systems Div.

ISOLATING NOZZLE AFTERBODY INTERACTION PARAMETERS AND SIZE EFFECTS: A NEW APPROACH
S. C. Walker In AGARD Airframe/Propulsion Interference Mar 1975 8 p. rafs (For availability see N75-23485 15-02)

A flight test of the A-7E airplane is reported along with associated wind tunnel tests comprising approximately one hall of the long range program. The difficulty of controlling parameters in flight was overcome by flying into the data point while allowing only slight variations in ambient pressure. Wind tunnel tests were run with both hot and cold exhaust One model was a wingless body of revolution, the second was a geometric representation of the sirplane. The flight test demonstrated the practicability of parameter control testing, and showed applicability of stream thrust parameter to inflight engine performance evaluation. Wind tunnel data show trends and general levels comparable to flight, and have verified some areas in which development of corrections is necessary.

N78-23504 ARO, Inc., Ainold Air Forps Station, Tenn.
EXHAUST PLUME TEMPERATURE EFFECTS ON NOZZLE
AFTERBODY PERFORMANCE OVER THE TRANSONIC
MACH NUMBER RANGE

C. E. Robinson, M. D. High, and E. R. Thompson. In AGARD Airframe/Propulsion Interference. Mar. 1975. 16 p. refs. Sponsored in part by AEDC (For availability see N78-23485.15-02).

Results of an experimental research investigation on nozzle/afterbody drag are presented. Experimental afterbody (and boattail) drag coefficients and pressure distributions are discussed for an isolated, strut-mounted nozzle/afterbody model for the Mach number range from 0.6 to 1.5. The experimental data were obtained for the basic model with an air-cooled and a water-cooled ethylene/air combustor to provide hot-jet duplication as well as cold-jet simulation. The temperature of the nozzle exhaust gas was varied from 530 R (294.4 K) (burner-off) to approximately 2500 R (1888.9 K) for several nozzle pressure ratios from jet-off to those corresponding to a moderately under-expanded exhaust plume. The differences between the cold-jet and hot-jet results are significant, and adjusting the cold-jet pressure ratio to correct for the changes in the jet specific heat ratio with temperature will account for most of the differences observed.

Author

N75-23506 Bosing Co., Wichita, Kens.
THE INFLUENCE OF NACELLE AFTERBODY SHAPE ON AIRPLANE DRAG

Walter J. Rohling In AGARD Airframe/Propulsion Interference Mar. 1975 14 p. refs (Für availability see N75-23485 15-02)

A program to design and flight test quiet necesses suitable for installation on JT3D powered 707 sirplanes was conducted Design requirements for the quiet necesses and conducted Design requirements for the quiet necesses that the nacelle shall be flightworthy, flight weight, capable of being certificated to airworthiness standards, and appropriate to the aircraft type. The ordiss performance flight tests and the additional performance penalty due to the nonoptimum aft translating sleeve and fan nozzle configuration. An unfavorable angle-of-attack-sensitive interplay between the wing and necesses aft sleeve flow fields was found at all cruise Mach numbers. This penalty was the only significant item discovered during the flight test program which required correction to provide a viable retrofit nacelle configuration. The diagnostic performance flight tests, wind tunnel and exhaust system model tests are described that were conducted to define the required change and to obtain data on the cruise performance benefits that resulted from the change. Author

N75-23506* National Aeronautics and Space Administration Lewis Research Center, Cleveland, Ohio REYNOLDS NUMBER EFFECTS ON BOATTAIL DRAG OF EXHAUST NOZZLES FROM WIND TUNNEL AND FLIGHT TESTS

Fred A. Wilcox and Roger Chamberlin /n AGARD Airframe/ Propulsion Interference Mar. 1975 15 p refs (For svailability see N75-23485 15-02) Avail: NTIS CSCL 01A

A family of nacelle mounted high angle boattail nozzles was tested to investigate Reynolds number effects on drag. The nozzles were flown on a modified F-1068 and mounted on scale models of an F-106 in a wind tunnel. A 19- to 1-range of Raynolds number was covered as a result of the large size differences between models and by flying over a range of altitude. In flight the nozzles were mounted behind J-85 turbojet engines. Jet boundary simulators and a powered turbojet engine simulator were used on the wind tunnel models. Data were taken at Mach numbers of 0.6 and 0.9. Boattail drag was found to be affected.

by Reynolds number. The effect is a complex relationship dependent upon boundary layer thickness and nozzle boattail shape. As Reynolds number was increased from the lowest values obtained with scale models, boattail drag first increased to a maximum at the lowest flight Reynolds number and then decreased Author

N75-23507 Boeing Aerospace Co., Seattle, Wash ACCOUNTING OF AERODYNAMIC FORCES ON AIR-FRAME/PROPULSION SYSTEMS

Michael E. Brazier and William H. Ball. In AGARD Airframe / Propulsion Interference Mar. 1975. 15 p. refs (For availability see N75-23485 15-02)

Proper accounting, prediction, and measurement of propulsion system installation corrections are essential for the successful development of advanced military aircraft. The results are reported of recent studies which evaluate the methods used to predict, measure and integrate the serodynamic and propulsion forces within a force accounting procedure that provides maximum element visibility and accuracy, and is applicable throughout an entire sirplane development cycle. Improved analysis techniques are described which provide more comprehensive and accurate predictions of injet performance and nozzle/aftbody drag early in the preliminary design process. Inlet analysis techniques make use of standardized data maps for obtaining complete inlet performance characteristics. Nozzle/aftbody drag calculations are performed using a newly-developed truncated integral mean slope technique. Effects of strut interference, blockage, model split-line locations and other factors which introduce uncertainties into airframe/propulsion system data are presented.

N75-23608 Air Force Flight Dynamics Lab., Wright-Patterson AFB. Ohio.

ARPRAME/PROPULSION SYSTEM FLOW FIELD INTER-FERENCE AND THE EFFECT ON AIR INTAKE AND EXHAUST NOZZLE PERFORMANCE G. K. Hichey, L. E. Surber, and J. A. Laughrey. In AGARD Airframs/Propulsion Interference. Mar. 1975. 31 p. refs (For

availability see N75-23485 15-02)

The Interference between the sirframe flow field and the internal/external flow in the air intakes and exhaust nozzles of high performance tection aircraft is shown to have a significant impact on the performance and operating characteristics of these components, and hence on overall stroraft performance. The internal flow characteristics of an inlet system closely integrated with the airframe are strongly influenced by flow field nonuniformities generated by the sirframe forebody and wing, particularly at the higher angles of attack or yaw which modern tactical alroraft are capable of. Compatizons are made of the inlet ambient (capture plane) flow field, and pressure recovery, steady state and dynamic inlet distortion at the simulated engine compressor face for both integrated (side mounted and fuselage or wingshielded) and isolated inlet systems to quantitatively assess the sirframe interference affects. For the engine exhaust nozzles of closely integrated propulsion system/sirframe configurations, the major influence of the sirframe flow field is associated with the alteration of the viscous and inviscid external flow in the nozzle region, and its effect on external atthody/nozzle drag. A detailed discussion, supported by experimental data, shows the effects on airframe aftbody/nozzle pressure distributions and nozzle installed performance with respect to twin jet interference, wing flow, sincreft tail/control surfaces, interfairings and free stream How conditions

N75-23509 Deutsche Forschungs- und Versuchsanstelt füer Luft- und Raumfahrt, Porz (West Germany).

DETAILED EXPERIMENTAL AND THEORETICAL ANALYSIS OF THE AERODYNAMIC INTERFERENCE BETWEEN LIFTING JETS AND THE FUSELAGE AND WING

G Schulz and G. Viehwager In AGARD Airframe/Propulsion Interference Mar. 1975-13 p refs (For availability see N75-23485 15-02)

An aircraft model of simple shape for pressure distribution measurements is used, which allows the variation of all main geometrical parameters. The jots reach Mach number 1. Measurements of the velocity directional flow field are added. The pressure distributions as well as the flow directional field allow the physical interpretation of the several aerodynamic effects. By integration of the pressure field, the forces and moments caused by the jets are obtained. The integration of the directional field leads to the stream lines of the complicated field of cross blown jets. Theoretical momentum considerations enable the calculation of the jet path and lead to transcalculation rules for flow directional fields (downwash) from one dynamic pressure ratio to another Author

N75-23510 Deutsche Forschungs- und Versuchsanstalt führ Luft- und Raumfahrt, Brunswick (West Germany) PREDICTION OF THE OPTIMUM LOCATION OF A NACELLE SHAPED BODY ON THE WING OF A WING-BODY CONFIGURATION BY INVISCID FLOW ANALYSIS

S. R. Ahmed In AGARD Airframe/Propulsion Interference 1975 12 p refs (For availability see N75-23485 15-02)

Some results of a basic study are presented which aims at the prediction of optimum location of a pylon-mounted engine nacelle on the wing of a wing-body configuration with the help of inviscid flow analysis. The options considered are the underwing and overwing positions of the nacelle. Varied parameters are its spanwise and chordwise location along the wing. The criterion for the choice of the optimum location is the minimum possible induced drag of the wing-body-pylon-nacelle configuration. The theoretical calculation of the inviscid flow is done by the so-called 'panel method'. Feasibility of these predictions for subcritical flow is checked on the basis of extensive pressure and force messurements in a wind tunnel.

N75-23511 Vereinigte Flugtechnische Werke-Fokker G.m.b.H., Bremen (West Germany)

AIRFRAME: ENGINE INTERACTION FOR ENGINE CONFIGURATIONS MOUNTED ABOVE THE WING. PART 1: INTERFERENCE BETWEEN WING AND INTAKE

G. Krenz In AGARD Airframe/Propulsion Interference Mar 1975 32 p refs (For availability see N75-23485 15-02)

Advanced technology of airframe-propulsion-integration confirm the feasibility for over-the-wing engine installation of transport aircraft. Basic areas of interaction between wing and engine flows are described together with specific investigations associated with fore and aft engine locations. For the aft location, W/T results are presented with flight test data including stall and high speed flight characteristics. Further, low speed tunnel investigations of sircraft configurations with engine intakes well in front of wing L.E., result in increasing lift as well as improving the lift/dray ratio during T/O and landing. A theoretical approach was conducted, using the well established panel method, and comparison of theoretical and experimental pressure distributions proved well for spauling of one nozzle diameter between the wing and nozzle-jet sheet.

N75-23512 Vereinigte Flugtechnische Werke-Fokker G.m.b.H., Bremen (West Garmany)

AIRFRAME: ENGINE INTERACTION FOR ENGINE CONFIGURATIONS MOUNTED ABOVE THE WING. PART 2: ENGINE JET SIMULATION PROBLEMS IN WIND TUNNEL YESTS

B Ewald In AGARD Airframe/Propulsion Interference 1975 17 p refs (For availability see N75-23485 15-02)

A test technique developed for the VFW-Fokker low speed wind tunnel is presented. In this technique the aliframe model is mounted to the external machanical balance (wire suspension). The engine pod is mounted separately on a tell sting suspension system. Due to the design of this tail sting system its angle of attack axis of rotation coincides with the corresponding axis of the external balance. So separate mounting of airframe and engine with very small gaps is possible. The sir is fed to the engine pod with high pressure (up to 20 atmospheres). This pressure is decreased to the required nozzle exit pressure ratio by perforated plates very close to the nozzle exit. Calibration results of this nozzle arrangement are given. Typical test results (force measurements, wing pressure distribution) are presented for several engine locations lover-wing, on-wing, under-wing)

Author

N75-23513 Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Garmany).

AERODYNAMIC ASPECTS AND OPTIMISATION OF THRUST REVERSER SYSTEMS

Kurt Lotter and Wolfgang Kurz In AGARD Airframe/Propulation Interference Mar. 1975 22 p ref (For availability see N75-23485 15-02)

The present generation of commercial aircraft and future advanced military aircraft require thrust reversal for reduction of landing distances, especially for wet or loy runways. The various design and integration features for jet deflection are summarized, and the requirements and problem areas discussed under special consideration of a target type reverser system. The important engine/aliframe interference problems and serodynamic espects associated with thrust reversal are considered. Parametric investigation of thrust reverser geometry on efficiency, reingestion structure heating and longitudinal stability during ground roll is presented Results are based on an intensive wind tunnel test program using various types of scale models with cold and hot jets, intake suction and fixed and moving ground simulation Emphasis is given to the overall optimization of often conflicting requirements from parameters like for example thrust reverser performance and reingestion. The essential influence of appropriate thrust reverser operation and landing techniques at or shortly before touch-down on landing distance is shown

N75-28011# Advisory Group for Aerospace Research and Development, Pans (France)

SPECIALISTS MEETING ON WING WITH STORES FLUT.

Apr 1975 134 p refs Partly in FRENCH and partly in ENGLISH Presented at 39th Meeting of the Struct and Mater Panel. Munich, 6-12 Oct 1974

(AGARD-CP-162) Avail NTIS HC \$6.75

This conference proceedings consists of nine papers which deal with the difficult problem of wing store flutter. The latest state-of-the-art is examined, improved methods for avoiding restrictive placarding and for rapidly and economically evaluating the many possible store combinations are presented, and possibilities for optimizing the design procedure with regard to wing/store combinations are discussed. For individual titles, see N75-28012 through N75-28020.

N75-28012 Royal Aircraft Establishment, Farnborough (England)

Structures Dept CALCULATION METHODS FOR THE FLUTTER OF AIMCRAFT WINGS AND EXTERNAL STORES T Nihlett and J C A Baldook In AGARD Specialists Meeting

on Wing-With Stores Flutter Apr 1975 7 p refs (For availability see N75-28011 19-02)

Theoretical work at RAE on the wing-with-stores problem is reported which was in the fields of structural representation. the solution of the flutter equations and the prediction of flutter characteristics from structural properties. The subjects covered are: (1) a comparison of the normal modes calculated for a wing-with-stores from some of the normal modes of the bare wing and discrete-load modes with those calculated from the full flexibility matrix; (2) the basis of a computer program which traces the loci of constant flutter speeds when two structural parameters vary; and (3) the interpretation of the loci of constant flutter speed in terms of model shapes and frequencies with the object of assessing the most critical store combinations

Author

N75-28013 British Aircraft Corp., Warton (England).
UK JAGUAR EXTERNAL STORE FLUTTER CLEARANCE
C. G. Lodge and M. Ormerod In AGARD Specialists Meeting on Wing-With-Stores Flutter Apr. 1975 24 p (For availability HR N75-28011 19-02)

The flutter clearance of U.K. Jaguar using a combination of mathematical modelling, ground resonance and flight testing leading ultimately to clearance of a wide range of under wing stores. Some improvements in model modelling techniques are outlined. These should enable reductions in future ground and flight testing times to be made

N75-28014 Office National d'Etudes et de Recherches Aerospatialos, Paris (Franco)

FLUTTER OF WINGS EQUIPPED WITH LANGE ENGINES IN POD

H. Destuynder In AGARD Specialists Meeting on Wing-With-Stores Flutter Apr 1976 12 p rafe in FRENCH, ENGLISH summary (For evailability see N75-28011 19-02)

Calculations and measurements of unsteady aerodynamic forces performed in subsonic flow on a model equipped with an engine in pod showed that the interference between engine and wing remains nepligible. It was also shown that the aerodynamic forces induced on the engine itself by its own oscillation are important and give a significant contribution to the generalized forces. Account was taken of these two remarks and the aerodynamic forces were calculated separately on the engine which was assimilated to a thin walled cylinder with internal and external flow in the axial direction. An application to a flutter case shows the importance of the contribution of the forces on the engine. A good agreement was obtained between theory and experiment at Mach number M - 0.80

N75-28015 National Aerospace Lab , Amsterdam (Netherlands) CALCULATION OF AERODYNAMIC LOADS ON OSCILLAT ING WING/STORE COMBINATIONS IN SUBSONIC FLOW

B Bennekers, R Roos, and R J Zwaan In AGARD Specialists Meeting on Wing With-Stores Flutter Apr 1975 13 p refs (For availability and N75-28011 19-02)

A method for the calculation of aerodynamic loads on

wing store configurations oscillating in subsonic flow is presented In this method the linearized equation for subsonic compressible flow is transformed into two sets of integral equations for the steady and a superimposed unsteady flow field. The wing loads are represented by dipole distributions (wing thickness is neglected) and the store loads by source distribituons. Discretizing these distributions into lifting lines and source panels of constant strength results into a set of algebraic equations. These are solved for the unknown distributions by forcing the flow to be tangential to the surfaces of the oscillating wings and bodies in a set of control points. The solution enables the calculation of pressure distributions on the wings and stores and of generalized serodynamic coefficients. Calculated results are presented and compared with experiments.

N75-28016 National Aerospace Lab , Amsterdam (Netherlands) ANALYSIS OF MEASURED AERODYNAMIC LOADS ON AN OSCILLATING WING-STORE COMBINATION IN SUBSONIC FLOW

L. Henirle. In AGARD. Specialists Meeting on Wing-With-Stores Flutter Apr 1975 15 p refs (For evallability see N75-28011 19-02)

An analysis is given of serodynamic loads measured with an oscillating wind tunnel model representing a wing with a tip tank and a removable pylon with store. Attention is paid to the interference effects on the wing load and to the pylon store load in low and high subsonic flow.

N75-28017 Messerschmitt-Boelkow G.m.b H., Ottobrunn (West Germany).

WING WITH STORES FLUTTER ON VARIABLE SWEEP WING AIRCRAFT

O. Sensburg, A. Lotze, and G. Haidt. In AGARD. Specialists Meeting on Wing-With-Stores Flutter. Jul. 1945. 19 p. refs. (For availability see N75-28011 19-02)

Wing mounted stores with varying mass and mertia are discussed in conjunction with variable wing geometry for fighter aircraft. Modified branch mode techniques were used to obtain the frequencies and modeshapes of the coupled system. It is shown that only free dynamically scaled total aircraft models give good correlation when turning effects occur.

N75-26018 Aeritalia, Turin (Italy).

A PARAMETRIC STUDY OF WING STORE FLUTTER

L. Chesta In AGARD Specialists Meeting on Wing-With-Stores Flutter Apr. 1975 12 p refs (For availability see N75-28011 19-02)

The influence of different parameters on the flutter of wings with stores was studied in more than 3000 wind tunnel configurations. The parameters studied include store mass, store radius of inertia, store c.g., pylon pitch stiffness, and wing sweep angle. Results indicate. (1) Futter is indicaed by the coupling of the wing fundamental bending and the store pitch modes (2) Flutter spend decreases with increasing store radius of mertia until the frequency of the store pitch mode is higher than that of the fundamental lending (3) For all sweep angles, the forward c.g. shifting produces a slight reduction of the minimum flutter

N75-28019 Grumman Antospace Corp., Bothpage, N.Y. RECENT OBSERVATIONS ON EXTERNAL STORE FLUT. TER

Eugene F Baird and William B Clark In AGARD Specialists Moeting on Wing With-Storus Flutter Apr 1975 8 p refs (For availability see N75-28011 19-02)

The problem of wing flutter with external stores is dis-cussed in terms of flutter prevention when designing aircraft. General guidelines for the optimum arrangement of external stores on wings are given, and the mission-loading requirements for a new arroraft are considered. Other topics discussed include, pylons, flutter model tests, ground vibration tests, and flight flutter

N75-29020 Air Force Flight Dynamics Lab. Wright-Patterson

AFB. Ohio Recent analysis methods for Wing Store Flut TER

Walter J. Mykytow. In AGARD. Specialists Meeting on Wing With Stores Flutter Apr 1975 15 p refs (For availability 566 N75-28011 19-02)

A summary of a brief review for some of the literature on the practical aspects of wing-store flutter prediction and prevention. Brief comments are given on the advantages and disadvantages of various aspects of analytical and test procedures. Descriptions of improved analytical procedures developed for the United States Air Force is then given. Two methods are described in some detail and the results of the investigators are outlined. One is a rapid special purpose wing-store flutter analysis program called FACES It has data storage and retrieval capas, ands which together with a diagnostic and interpolation/extrapolation procedure estimate the flutter speed of new, similar stores. The system can be coupled to a cathode ray tube to increase man/machine interaction and reduce decision times. The other analysis method described is based on the perturbation approach. Computation times can be reduced 90% by using the previously available data. The method products good results when the mass or stiffness changes are small so that in turn, eigenvalue and eigenvector changes are small. A graph of flutter speed versus Important parameters can be produced in one minute on a modern Author

N75-30108# Advisory Group for Aerospace Research and Development, Parts (France).

VORTEX WAKES OF CONVENTIONAL AIRCRAFT

Coleman duP. Donaldson (Aeron, Res. Assoc of Princeton, Inc., N. J.), Alan J. Bilanin (Aeron Res. Assoc of Princeton, Inc., N. J.), and R. H. Korkegi, ed. (ARL) May 1975 85 p. refs (AGARD-AG-204) Avail: NTIS HC \$4.75

The present state of knowledge of vertex wakes of conven-

The present state of knowledge of vortex wakes of conventional aircraft is presented. Topics discussed include roll-up of trailed vorticity, aircraft wake geometry, sinusoidal instability and vortex breakdown, aging of vortices, perzistance of vortices in the atmosphere, and aircraft design techniques to minimize wake Author.

N75-32014# Advisory Group for Aerospace Research and Development, Paris (France).

RECOMMENDED PROCEDURES FOR PROCESSING ACCELERATION DATA OBTAINED BY AIRCRAFT DURING ATMOSPHERIC TURBULENCE ENCOUNTER

John C. Houbolt (Aeron, Res. Assoc. of Princeton, Inc., N. J.) 391, 1975-15 p. refs

(AGARD-R-831) Avail: NTIS HC \$3.25

Recommendations are given for processing vertical accoloration data obtained during turbulence encounter of alroaft in service operation to obtain useful structural design information for guat encounter. Specific data reduction procedures are recommended. A key point in the recommendations is that all data processing be done on a consistent basis. Charts and steps for data reduction are presented to achieve this goal. Author

N75-32016# Advisory Group for Aerospace Research and Development, Paris (France).

MATHEMATICAL MODELING AND RESPONSE EVALUA-TION FOR THE FLUCTUATING PRESSURES OF AIRCRAFT BUFFETING

John C. Houbolt (Aeron. Res. Assoc. of Princeton, Inc., N. J.) Jul. 1975–14 p

(AGARO-R-830) Avail NTIS HC \$3.25

The mathematical modeling used to describe the pressure fluctuations in various turbulent flow problems is reviewed; ettention in focused mainly on statistical description, such as are involved in power spectral approaches. These models were used as building blocks to synthesize a mathematical model describing the turbulent pressure fluctuations during buffeting of an airplane wing. Means for evaluating the dynamic response of the structure due to the buffeting forces were developed. An example treatment shows that the dynamic response may be an appreciable perrent of an associated reference static defication, it is recommended that a series of controlled buffet tests be read to check on the validity of the equations, and to establish their parameters.

Author

N76-16019# Advisory Group for Aerospace Research and Development, Paris (France)

FORCE MEASUREMENTS IN SHORT DURATION HYPER-SONIC FACILITIES

Leonard Berustein (Cueen Mery Coll.) and R. C. Pankhurst, ed Nov. 1975, 224 p. refs.

(AGARD-AG-214, AGARDograph-214) Avail NTIS HC \$7.75

Attention is drawn to the principle whereby the aerodynamic forces on a model in a wind tuniel are determined by measuring the reactions to them. The discussion is based upon a division of such reactions into two basic classes, depending on the restraints imposed. Where no restraints exist, the model flies freely and the forces may be inferred from the accelerations, either measured directly or derived from displacement vs. time data. When the model is supported, the forces are determined from measurements of the mechanical strains induced in suitably designed supports. Hybrid techniques, where these extreme cases of no restraint or nearly complete restraint comor be assumed, are also discussed. A detailed discussion of transitucer sensing elements and their incorporation into measuring systems is given. Some particular systems are also described. For individual titles, see N76-16020 through N76-18022.

N76-16020 Advisory Group for Aerospace Research and Development, Paris (France).

SOME FUNDAMENTAL PRINCIPLES

In its Force Meas in Short Duration Hypersonic Facilities Nov 1975 p 7-50 (For availability see N76-16019 07-02)

The motion produced by the action of forces on a system is described by the aquations of motion for the system, these equations are formulated using the Newtonian and Lagrangian approaches. Topics discussed include aerodynamic data from the analysis of unrestrained motion, aerodynamic data from measurements of the reaction in supports, hybrid techniques, aerodynamic characteristics, serodynamic forces and moments, and degrees of freedom.

M.J.S.

N76-16021 Advisory Group for Aerospace Research and Development, Peris (France)
FORCE BALANCE TECHNIQUES

In its Force Meas, in Short Duration Hypersonic Facilities Nov 1975 p 52-104 (For availability see N76-18019 07-02)

The design of a force balance for transient measurements takes into account both its static and its dynamic performance. The properties are reviewed of those solid state materials which are useful as electromechanical transducers in force balances having a sufficiently good high-frequency performance of use in short duration hypersonic wind tunnels. Other topics discussed include general aspects of force-balance design, electrical systems for signal generation and processing, data recording, and calibration techniques.

M.J.S.

N76-16022 Advisory Group for Aerospace Research and Development, Paris (France)

FREE/FLIGHT TECHNIQUES

In its Force Meas in Short Duration Hypersonic Facilities Nov. 1975 p. 104-214 refs (For availability see N76-18019-07-02)

Methods are discussed for acquiring force data based on studies of the motion of models 'flying' under laboratory conditions. The model presented is potentially free of all extraneous influences from supports, and premature boundary layer separation and inaccurate representation of the base region are avoided in addition to those problems arising from vibration of the supports. The design and manufacture of models, model suspension, launching and capture systems, position and attitude as a function of time, velocity measurements, and acceleration measurements are also discussed.

M.J.S.

N76-17030# Advisory Group for Aerospace Research and Development, Paris (France).
FLOW SEPARATION

Nov. 1975 584 p refs in ENGLISH; partly in FRENCH Presented at the Fluid Dyn. Panel Symp., Goettingen, Germany, 27-30 May 1975 Original contains color illustrations (AGARD-CP-188) Avail: NTIS HC \$13.75

Two dimensional and three dimensional laminar and turbulent separation phenomena in subsonic transonic, and supersonic flows are reported. For individual titles, see N78-17031 through N76-17070

N76-17031 Deutsche Forschungs- und Versuchsensteit füer Luft- und Raumfahrt, Goottingen (West Germany) AN ACCOUNT OF THE SCIENTIFIC LIFE OF LUDWIG PRANDTL

H. Schlichting In AGARD Flow Separation Nov. 1975 32 p. refs (For availability see N76-17030 08-02)

After an introduction on Prandtl's professional career the following are dealt with in Part I. Boundary layer theory, wing theory at subsonic and supersonic speeds, theory of stability of

laminar flow. Furthermore, in this section the following problems are touched on briefly. Fully developed turbulent flow with application to boundary layers, pipe flow and meteorology. Prandtl's contributions to development of wind tunnel techniques are also mentioned. In Part II some remarks are made on the large number of doctoral theses which have been supervised by Prandtl.

Author.

N76-17032 Office National d'Etudes et de Recherches Aerospatiales, Paris (France)

LAMINAR SEPARATION AT A TRAILING EDGE

Jean-Pierre Guiraud and Rene Schmitt. In AGARD. Flow Separation. Nov. 1975. 5 p. refs (For availability see N76-17030. DR.02).

A model of inciplent separation is provided for the trailing edge of a thin wing in incompressible very high Reynolds number flow. The model of separated flow, with a Ismalli recirculation zone, of streamwise length, is consistent with a matched asymptotic expansion scheme of solution of the Navier-Stokes equations in the vicinity of the trailing edge. The structure of the flow involves a triple deck of Sytchev's type very close to separation, embedded in another triple deck, of Stewartsons' type, which is relevant to the overall separated flow. Ignoring angle of attack effects, the flow depends on two constants, the value of vorticity in the recirculation zone and the precise position of separation, which is known already as far as order of magnitude is coherned.

N76-17033 Michigan Univ., Ann Arbor. Dept. of Aerospace

LAMINAR SEPARATION: A LOCAL ASYMPTOTIC FLOW DESCRIPTION FOR CONSTANT PRESSURE DOWN-STREAM

A. F. Messiter In AGARD Flow Separation Nov. 1975 10 p refs (For availability see N76-17030 08-02) (Contract DAHC04-68-C-0033)

A theoretical model is proposed for the description of two dimensional, steady, incompressible, laminar boundary layer flow near a separation point. It is assumed that the pressure just downstream of separation is approximately constant, and asymptotic solutions are then sought for large Reynolds number and small distance. The first two terms of the complex perturbation velocity in the external flow are shown to imply a pressure gradient upstream which is generally favorable, and adverse only for a short distance. This representation is no longer valid in a small neighborhood of the separation point where an interaction of the boundary layer with the external flow must be taken into account. Solutions are obtained for the boundary layer just upstream and, with an additional assumption, for the region of backflow just downstream of this region. A brief review and extension are also given for an asymptotic model of the complete wake behind a circular cylinder, with the assumption of nonzero drag at infinite leynolds number

N76-17034 Ruhr Univ. Bochum (West Germany)
DEPENDENCE OF LAMINAR SEPARATION ON HIGHER
ORDER BOUNDARY LAYER EFFECTS DUE TO TRANSVERSE CURYATURE, DISPLACEMENT, VELOCITY SLIP
AND TEMPE TATURE JUMP

A. Wehrum In AGARD Flow Separation Nov. 1975 12 p refs (For availability see N76-17030 08-02)

The laminer compressible higher order boundary layer along a clicular cylinder in an axial parallel supersonic flow is studied according to the method of matched asymptotic expansions. A weak constant mass flow is injected into the boundary layer through the surface of the cylinder. As a consequence of the homogeneous mass injection the first order boundary layer solution aiready leads to separation of the boundary layer within a finite distance from the leading edge. In a second order theory the Influence of higher order boundary layer effects, such as transverse curvature, displacement, velocity slip and temperature jump, on the wall shear stress and the location of the separation point is studied. As numerical results show, transverse curvature and low density effects due to velocity clip and remperature jump at the wall increase the wall shear stress and therefore lead to a downstream shifting of the separation point. Displacement effect increases the wall shear stress near the leading edge.

N76-17035 Cincinnati Univ., Ohio.

EVALUATION OF SEVERAL APPROXIMATE MODELS FOR LAMINAR INCOMPRESSIBLE SEPARATION BY COMPAR-ISON WITH COMPLETE NAVIER-STOKES SOLUTIONS

K. N. Ghia, U. Ghia, and W. A. Teach (GE, Co., Evendale, Ohio)

In AGARD Flow Separation Nov 1975 15 p refs (For availability see N76-17030 08-02) (Grant NSF GK-35514)

Several approximate mathematical models have been analyzed for studying laminar separation for incompressible flow, for which the Navier-Stokes equations comprise an exact mathematical model. Two model flow configurations have been used. The first configuration considered consists of the flow in the boundary layer on a two dimensional semi-infinite slab with a vertical leading face and shoulders, with verying degree of bluntness, forming an external corner on the body. The second flow configuration represents a class of two dimensional bodies with an internal corner and a more pronounced separation region, this configuration is used for only one approximate models of an Results obtained with the various approximate models are evaluated by comparison with the corresponding Navier-Stokes solutions. All the models considered lead to improved results as the Reynolds number is increased.

Author

N76-17036 Queen Mary Coll., London (England).
NUMERICAL INVESTIGATION OF REGULAR LAMINAR BOUNDARY LAYER SEPARATION

H. P. Horton In AGARD Flow Separation Nov. 1975 12 p refs (For availability see N76-17030 08-02)

An accurate numerical procedure of the differential difference type for the solution of the Incompressible laminar boundary layer equations is presented. The procedure is applicable to both direct problems, in which the pressure distribution is prescribed, and inverse problems of the type in which the wall shear is prescribed. Some examples computed by this procedure show that, by prescribing the wall shear to be regular in the vicinity of separation, the usual singularity at separation is avoided. Results are also presented in which downstream marching with prescribed wall shear has been continued to considerable distances beyond separation, including an example in which both requier separation and re-attachment occur. In other cases no solution to the inverse problem can be found beyond a short distance after separation, but by smoothly joining a prescribed pressure distribution to that delculated in the inverse problem upstream, it has been found possible to continue the computation as a direct problem. Questions of stability and uniqueness of the solutions are discussed.

N76-17037 Cincinnati Univ., Ohio. Dept. of Aerospace Engineering.

FINITE DIFFERENCE SOLUTIONS FOR SUPERSONIC SEPARATED FLOWS

M. J. Werle, A. Polek, V. N. Vatse, and S. D. Bertke *In* AGARD Flow Separation Nov. 1975 12 p refs (For availability see N76-17030 08-02)

(Contracts F33615-73-C-4014; N00019-73-C-0223; N60921-74-C-0203)

Laminar and turbulent separation bubbles are addressed for a wide range of geometries using an implicit finite difference technique to solve the interacting boundary layer equations. Solutions are presented for laminar compression ramps at $M \sim 4$ and 8, wall temperature ranges of 0.2 to 1.0 and angles of sweep (yaw) relative to the mainstream of up to 60 deg. In addition, solutions for laminar flow over wavy walls with multiple separation bubbles are given here for $M \sim 3$ Application of the approach to turbulent separated flows shead of a compression ramp at $M \sim 3$ is also considered. Author

N76-17038 Centre National de la Recherche Scientifique, Meudon (France). Lab. d'Aerothermique.

SEPARATION BUBBLE PRODUCED BY A SHALLOW DEPRESSION IN A WALL UNDER LAMINAR SUPERSONIC FLOW CONDITIONS (BULBE DE DECOLLEMENT PRODUIT PAR UNE FAIBLE DEPRESSION DE PAROI EN ECOULEMENT LAMINAIRE SUPERSONIQUE)

E. Prunet-Foch, F. Legay-Desexquelles, and G. B. Diep *in* AGARD Flow Separation Nov. 1975 9 p. refs. in FRENCH; ENGLISH summary (For availability see N78-17030 08-02)

In supersonic flow, a shallow deformation on a flat plate induces a small separated bubble in the boundary layer. In order to predict this laminar separation and restrechment process including heat transfer phenomens at the wall, a theoretical study was built up, using Dorodnitsyn integral's method as well as expressions suggested by Nielsen for the velocity and temperature profiles. Thereby the calculation can be carried out up to the reattachment point. Simultaneously experiments were made in a wind tunnel. Experimental and predicted results are in good agreement.

Author

N76-17039 Ohio State Univ., Columbus. Dept. of Aeronautical Engineering

ASYMPTOTIC THEORY OF SEPARATION AND REATTACH-MENT OF A LAMINAR BOUNDARY LAYER ON A COM-PRESSION RAMP

Odus R. Burggraf In AGARD Flow Separation Nov. 1975 9 p. refs (For availability see N76-17030 08-02) (Contract N00014-07-A-0232-0014)

Laminar boundary layer separation and reattachment is here considered for adiabatic flow over a compression ramp with supersonic mainstream For large ramp angle, calculations based on the Stewartson-Williams triple dack theory show that the regions of separation and reattachment become distinct, with an intervening (plateau) region of nearly constant pressure. The mathematical description of each of these distinct regions is given, and simple formulas derived for a number of quantities of interest, including the plateau pressure, conditions at separation and reattachment, and the geometry of the separated region. Detailed comparisons of the theoretical results with available experimental data show favorable agreement.

N76-17040 Technische Hogeschool, Delft (Netherlands).
ON THE CALGULATION OF LAMINAR BEPARATION BUSBLES IN TWO-DIMENSIONAL INCOMPRESSIBLE FLOW

J. L. Vaningen In AGARD Flow Separation Nov. 1975 16 prefs (For availability see N76-17030 08-02)

A new laminer boundary layer calculation method is presented which combines the simplicity of Thwaites' method for the prediction of the momentum loss thickness with the accuracy of Stratford's two layer method for the prediction of the position of laminar separation. Calculated boundary layer characteristics for arbitrarily prescribed pressure distributions in general show a singular behavior at separation. It is shown that a real separating flow tends to adjust itself in such a way that the resulting pressure distribution prevents singular behavior of the boundary layer. An earlier method for the prediction of transition in attached boundary layers, based on linear stability theory, is extended to the case of separated flows. Two methods are discussed which might be used to predict whether restachment of the turbulent shear layer will occur. Finally some results are discussed wind tunnel experiments on the FX 66-S-196-V1 Wortmann airfoil, and on a circular cylinder with a tapered tail.

N76-17041 Office National d'Etudes et de Récherches Aerospatiales, Paris (France).

TURBULENT BEPARATION IN TWO-DIMENSIONAL FLOW [DECOLLEMENT TURBULENT EN ECOULEMENT BIDIMEN-SIONNEL]

Maurice Sirielx In AGARD Flow Separation Nov. 1875, 27 p refs. In FRENCH; ENGLISH summery (For availability see N78-17030 08-02)

The general features of separated turbulent flow regions are defined and in particular a discussion is made on the physical reality of strictly two dimensional turbulent flows. The three fundamental problems which occur in the detailed experimental analysis of a separated zone, i.e. separation, reattachment and coupling, are considered successively and the main factors of influence which rule these phenomena according to the subsonic transonic-supersonic nature of the flow are presented. Lastly, a rapid review of the methods of prediction currently available is made.

N76-17042 Queen Mary Coll., London (England).
MEASUREMENTS IN SEPARATING TWO DIMENSIONAL
TURBULENT BOUNDARY LAYERS

J. Chu and A. D. Young In AGARD Flow Separation Nov. 1975 12 p. refs. Sponsored by Min. of Defence (For availability see N76-17030 08-02)

Two different types of pressure distribution resulting in separation were induced in the flow over a flat plate zero incidence. Measurements were made of velocity distributions, skin friction, turbulence components and shear stress distributions at various stations both prior to and just after separation. The results have been compared with the predictions of various theories. Of these only those of Bradshaw and of Kuhn and Nielsen showed good agreement for integral quantities with the measurements right up to the separation point, the predictions of the remaining methods tended to depart radioally from the measurements some little distance shead of separation. Significant differences were found, however, between the measured shear stress distributions near separation and the predictions of Bradshaw's method, these

differences indicate where improvements to the method may be made. With certain important provisos the methods of Stratford and Townsend for predicting the separation position are shown to be fairly reliable.

Author

N75-17043 Southern Methodist Univ., Dallas, Tex. Dept. of Civil and Mechanical Engineering

CHARACTERISTICS OF A SEPARATING INCOMPRESSIBLE TURBULENT BOUNDARY LAYER

Roger L. Simpson In AGARD Flow Separation Nov 1975 14 p. refs (For availability see N78-17030-08-02) (Grante DA-ARO(D)-31-124-72-G31, UAHCO4-74-G-0024, DAHC04-75-G-0051)

Laser and hot film phemometer measurements upstream and downstream of the separation zone are presented for a nominally two dimensional incompressible turbulent boundary layer for an airfoil type flow. The directionally sensitive laser anemometer measurements indicate that the location of intermittent separation as defined by Sandborn is the proper location of where the flow first deflects from the wall to relieve the imposed pressure gradient. Upstream of separation the correlations of Perry and Schoffield for mean velocity profiles age supported within the uncertainty of the data. The separated flow field shows some profile similarity for all measured quantities. The normal stress terms in the momentum and turbulence energy equations are shown to be important near separation and cannot be neglected for the close prediction of the separation location.

Author

N78-17044 McGill Univ., Montreal (Quebec). Dept. of Mechanical Engineering.
THE PREVENTION OF SEPARATION BY BLOWING IN TWO-DIMENSIONAL FLOW

B. G. Newman and H. P. A. H. Irwin (Natt Res. Council of Can.) In AGARD Flow Separation Nov 1975 13 p refs (For evailability see N76-17030 08-02)

Two methods have been developed for calculating the jet momentum required to prevent the separation of the two dimensional incompressible turbulent boundary layer in adverse pressure gradients. The first was a strip integral method for plane walfs, the shear stress at each limit being based on measurements in self preserving wall jets. The second is an extension of differential methods which uses four model equations for the individual Reynolds stresses and one equation for the rate of turbulence dissipation. In general, the differential method is more accurate particularly when the outer wake is large. However, as used, this method required more input data and was about three times more expensive to run. The integral method is therefore still useful and is not limited to low quireture.

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N75-17045 Boeing Commercial Airplane Co., Seattle, Wash. Aerodynamics Research Unit.

THE ANALYSIS OF FLOW FIELDS WITH SEPARATION BY NUMERICAL MATCHING

G. W. Brune, P. E. Rubbert, and C. K. Forester. In AGARD Flow Separation. Nov. 1975. 8 P. refs. (For availability see N76-17030-08-02)

(Contract F33615-73-C-3037)

A computing method is reported for flow fields characterized by the presence of viscous, separated regions interacting strongly with a surrounding inviscid flow. The procedure is to divide the flow field into several regions, each dominated by a particular type of fluid physics, and to analyze each region by using the numerical solution technique that is computationally optimum for the dominant type of flow. The paper specifically addresses the problem of matching a numerical solution of the Navier-Stokes equations for a region containing separated flow with another numerical solution appropriate for an adjacent region of inviscid flow A key feature of the method presented is the placement of the matching boundary in space occupied by purely invistid flow and remote from local areas of strong viscous/inviscid interactions. A detailed study and numerical substantiation of the method are presented for axisymmetric flow over an allipsoid of revolution with laminar separation.

N76-17046 Office National d'Etudes et de Recharches Aerospatiales, Paris (France).

EXPERIMENTAL AND THEORETICAL INVESTIGATIONS OF TWO-DIMENSIONAL REATTACHMENT IN TURBULENT INCOMPRESSIBLE FLOW [ETUDE EXPERIMENTALE ET THEORIQUE DU RECOLLEMENT BIDIMENSIONNEL TURBULENT INCOMPRESSIBLE]

Jean-Claude LeBalleur and Jean Mirande In AGARD Flow

Separation Nov 1975 13 p refs in FRENCH, ENGLISH summary (For availability see N76-17030 08-02)

Turbulent resttaching flow downstream of a backward facing step has been experimented using a two dimensional plane incompressible configuration, with possibility to induce favorable or adverse pressure gradients in the potential flow near resttachment. A whole calculation has been performed by obtaining nelf induced interaction in matching a well dissipative layer with an invisid and irrotational external flow. Except for weak viscous interaction regions, an inverse calculation process is used to avoid singularities following the Klinerberg's method for transonic servois. Wall pressure distribution than results of an integral boundary layer calculation, whose failure for strongly separated regions is easily overcome by substitution of an empirical pressure law.

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N78-17047 Virginia Polytechnic Inst. and State Univ., Blacksburg. Dept. of Aerospace and Ocean Engineering. THREE DIMENSIONAL DISTURBANCES IN REATTACHING SEPARATED FLOWS

G. R. Inger In AGARD Flow Separation Nov 1975 12 p. refs (For availability see N76-17030 08-02)

Two possible causes of the pronounced periodic spanwise disturbances that have been observed in nominally two dimensional or axi-symmetric reattaching laminar and turbulent separated flows are studied theoretically. Approximate analytical compressible small disturbance flow models for both a local vortex instability mechanism and the effect of a row of incoming streamline vortices are set up, solved and compared with available experimental data on surface disturbance pattern, pressure and heat transfer. The results on all counts confirm the predictions of the vortex instability model. It is also shown that Reynolds analogy does not apply to the disturbance skin friction and heat

N76-17048 Naval Surface Weapons Center, White Oak, Md. AN EXPERIMENTAL INVESTIGATION OF THE COMPRESSIBLE TURBULENT SOUNDARY LAYER SEPARATION INDUCED BY A CONTINUOUS FLOW COMPRESSION Robert L. P. Volsinet In AGARD Flow Separation Nov. 1975 11 p refs (For availability see N78-17030 08-02)

Flow field measurements of a compressible turbulent boundary layer on nozzle wall separation are presented. A continuous compression of the nozzle flow was imposed on the thick nozzle wall boundary layer to produce a streamwise pressure rise of sufficient strength to cause separation. The effects of Reynolds number on the separation phenomena are presented. For Reynolds numbers below 8. x 100,000 the separation length was found to increase with increasing Reynolds number, whereas for Reynolds numbers above 8. X 100,000 the reverse trend was observed. This reversal in the separation length versus Reynolds number trend was consistent with the reversal observed for inciplent separation versus Reynolds number correlations. Author

N76-17049 Cranfield Inst of Technology (England) AeroJynamics Div.

LAMINAR AND TURBULENT BOUNDARY LAYER SEPARA-TION AT SUPERSONIC AND HYPERSONIC SPEEDS John L. Stollery In AGARD Flow Separation Nov. 1975 11 p refs (For availability see N75-17030 08-02)

A number of theoretical and experimental investigations of shock boundary layer interaction are discussed. Both laminar and turbulent layers are considered, growing over two dimensional and axisymmetric bodies. For laminar flow a simplified version of the momentum integral method has been developed and used to predict incipient separation. A number of comparisons between experiment and theory for attached, incipient and well separated flows are included. For turbulent flow the three layer model proposed by Elistrom is shown to give good quantitative estimates of incipient separation and to explain the Reynolds number trend found experimentally. Since the turbulent boundary layer is more resistant to shock interference a very eimple attached flow theory is derived, which gives good predictions of both pressure and heat transfer at hypersonic speeds.

N76-17050 Von Karmen Inst. for Fluid Dynamics, Rhode-Saint-Genese (Belgium).

INCIPIENT SEPARATION OF A COMPRESSIBLE TURBULENT BOUNDARY LAYER

C. Appels and B. E. Richards in ACIARD Flow Separation Nov. 1975 12 p refs (For availability see N76-17030 08-02)

The separation of a turbulent boundary layer is studied that developed on nozzle walls induced by a compression corner at Mach numbers of 3.5 and 5.4 over a range of Raynolds numbers based on boundary layer thickness of 100,000 to 1 million. Careful application of liquid line and schlieren flow visualization techniques were used to detect separated length down to one tenth of boundary layer thickness. In this way separation was detected at lower flap angles than has been previously found at these conditions. The related finding of low indipient separation andie implies that flow reversal may occur initially only in the laminar sublayer, and this is confirmed by applying simple leminar correlations to this layer. This measured value of alpha sub i is found to be little dependent on Mach number and it is concluded that the large dependence of sigha sub i on this parameter found earlier is explained by each experiment detecting a different degree of onset of separation. The measured variation of siphs sub i with Reynolds number appears to follow the trend of development of the wake component in the undisturbed boundary layer.

N76-17051* National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif. ON THE CALCULATION OF SUPERSONIC SEPARATING AND REATTACHING FLOWS

John D. Murphy, Lercy L. Presley, and William C. Rose In AGARD Flow Separation Nov. 1975 12 p refs (For availability see N76-17030 08-02) CSCL 01A

A method is developed for solving the laminar and turbulent compressible boundary layer equations for separating and reattaching flows. Results of this method are compared with experimental data for two laminar and three turbulent layer, shock wave interactions. Several Navier-Stokes solutions are obtained for each of the laminar boundary layer, shock wave interactions considered. Comparison of these solutions indicates a first order sensitivity in C sub f to the computational mesh selected in both the viscous and inviscid portions of the flow. Comparison of the present boundary layer solutions with the Navier-Stokes solutions and with data for a given Mach number indicates that as long as the separation bubble is small, the boundary layer approximation yields solutions whose accuracy is comparable to the Navier-Stokes solutions.

Author

N76-17052 Aerospace Research Labs. Wright-Patterson AFB, Ohio.
SUPERSONIC TURBULENT SEPARATED FLOWS UTILIZING THE NAVIER-SYOKES EQUATION

J. S. Shang and W. L. Hankey, Jr. In AGARD Flow Separation Nov. 1976 13 p. refs (For availability see N76-17030 08-02).

A modified eddy viscosity model is incorporated into the compressible Navier-Stokes equations and numerical solutions obtained for separated flows. The modification attempts to reproduce the response of a turbulent boundary layer to a severe pressure gradient by introducing a simple rate equation to account for the relaxation phenomenon. The system of equations is solved by MacCormack's time splitting explicit numerical scheme for a series of compression corner configurations. Computations are performed for ramp angle varying from 15 to 25 degrees at a Mach number of 2.96 and Reynolds number of 10 to the 7th power. An incident oblique shock impingement case is also computed at these same conditions and included for comparison with a ramp induced separation case. Calculations utilizing the modified eddy viscouity for the interacting turbulent flow compare very well with experimental measurements for the compression ramps, particularly, in the pradiction of the upstream pressure propagation and location of the separation and reattachment points. Good agreement is also attained between the measured and the calculated density profiles in the viscous inviscid Interaction region

N76-17083* National Aeronautics and Space Administration. Ames Research Center, Moffett Field, Calif. AN EXPERIMENTAL AND NUMERICAL INVESTIGATION OF SHOCK WAVE INDUCED TURBULENT BOUNDARY LAYER SEPARATION AT HYPERSONIC SPEEDS

J. G. Marvin, C. C. Horstman, M. W. Rubesin, T. J. Coukley, and M. I. Kussoy. In AGARD. Flow Superation. Nov. 1975 13 p. refs (For availability see N76-17030 08-02) CSCL 01A

A thoroughly documented experiment is reported that was specifically designed to test and guide computations of the interaction of an implinging shock wave with a turbulent boundary layer. Detailed mean flow field and surface data are presented

for two shock strengths which resulted in attached and separated flows, respectively. Numerical computations are used to illustrate the dependence of the computations on the particulars of the turbulence models. Models appropriate for zero pressure gradient flows predicted the overall features of the flow fields, but were deficient in predicting many of the details of the interaction regions. Improvements to the turbulence model parameters were sought through a combination of detailed data analysis and computer simulations which tested the sensitivity of the solutions to model parameter changes. Computer simulations using these improvements are presented and discussed

N76-17064 Nielsen Engineering and Research, Inc., Mountain

PREDICTION OF TURBULENT SEPARATED FLOW AT SUBSONIC AND TRANSONIC SPEEDS INCLUDING UNSTEADY EFFECTS

Gary D. Kuhn and Jack N. Nielsen. In AGARD. Flow Separation Nov. 1975 16 p refs (For availability see N76-17030 08-02)

An integral boundary layer method is extended to calculation of separated turbulent boundary layers in steady flow and to unsteady turbulent boundary layers. Separated boundary layers are calculated by treating the pressure as a dependent variable and prescribing the wall shear variation. The boundary layer method and a suitable potential flow method are used in an iterative procedure to produce a method for predicting the characteristics of separated flows. Good comparisons are shown between the theory and data for a separated turbulent boundary layer on the wall of a transonic wind tunnel. Analytical solutions developed from a small perturbation analysis indicate the method is valid for unsteady flow over a certain range of frequencies. Good comparisons were obtained between the linearized theory and results produced by a finite difference solution of the complete nonlinear unsteady boundary-layer equations. Examination of the nature of the integral equations in the vicinity of a point of zero Wall shear stress indicates that the shear stress gradient decreases approaching the point of zero shear.

N76-17086 Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

VISCOUS INTERACTIONS WITH SEPARATION UNDER THANSONIC FLOW CONDITIONS [INTERACTION VIS-QUEUSE AVEC DECOLLEMENT EN ECOULEMENT TRANS-SONIQUE!

J. Delery, J. J. Chattot, and J. C. LeBalleur In AGARD Flow Separation Nov. 1975 13 p refs in FRENCH; ENGLISH summary (For availability see N76-17030 08-02)

Strong viscous interactions which are present in transpric flows past sirfolls give rise to an important thickening of the boundary layer with the frequent formation of a separated region. Under such conditions, the calculation of the flow must call upon rapid interaction theories whose application for the case of a turbulent boundary layer is examinated in conjunction with experimental analysis. A detailed analysis of the flow field has been made by using interferometry and a method of calculation similar to Klineberg's approach. The principle of this theory is to divide the flow into two domains: a weak interaction region where the pressure gradient is moderate, and a repid interaction region if separation is likely to occur.

N76-17066 Technische Hochschule, Aachen (West Germany) UNSTEADY SHOCK WAVE-BOUNDARY LAYER INTERAC-TION ON PROFILES IN TRANSONIC FLOW

Klaus Finke In AGARD Flow Separation Nov. 1975 11 prefs (For availability see N76-17030 08-02)

Many unsteady flows are characterized by the interaction of shock waves with separated boundary layers. In particular shock oscillations oncur on thick airfoils at high angles of attack and transonic free atream Mach numbers. Measurements were carried out in an intermittent indreft tunnel to study shock oscillations on various two dimensional wings. Alternating separation and attachment at the leading edge is the observed severest type of the unsteady flow conditions. For this case multispark interferograms show periodical oscillations of the circulation of the wing. accompanied by the same oscillation of the disculation in the opposite sense in the wake. Large periodical disturbances exist throughout the entire flow field with defined phase shifts. The primary source of the observed instability is the shock induced separation of the boundary layer on the profile.

N76-17057 Max-Planck-Institut fuer Stroemungsforschung. Goettingen (West Germany). SHOCK INDUCED FLOW OSCILLATIONS

G. E. A. Meier In AGARD Flow Separation, Nov. 1975, 9 p. refs (For availability see N76-17030 08-02)

The physical system consisting of a shock wave and the downstream separated flow causes oscillatory instabilities in three cases described here: transonic flow in a curved channel; flow over a symmetric profile at angle of attack; and flow in a Laval nozzie. The shock boundary layer interaction creates or displaces a separation bubble, thereby changing the flow field downstream of the shock root. This process usually strengthens the shock wave by increasing the back pressure. The shock wave then becomes unsteady, moving the separation point with it in an upstream direction, so that a self preserving instability occurs, thus reducing the flow velocity in the whole transonic field. By means of the later reattachment of the boundary layer, the entire flow is accelerated and tends to return to the initial condition. i.e., the process is cyclic. The length of the oscillation periods can be estimated.

N75-17058 National Aerospace Lab., Amsterdam (Netherlands) EXPERIMENT ON TRANSONIC SHOCK WAVE BOUNDARY LAYER INTERACTION

J. W. Kool In AGARD Flow Separation Nov. 1975 10 p

refs (For availability see N76-17030 08-02)

An experiment is described in which a normal shock interacts with a two dimensional turbulent boundary layer in an uniform flow with a Mach number of 1.4. The wall pressure distribution in the interaction region was measured and detailed pitot and static pressure surveys were made. The flow field was enalyzed and no supersonic tongue was found downstream of the shock The velocity profiles were integrated to obtain the integral properties whereas the skin friction was derived from Clauser plots. From the distribution of skin friction and the behavior of the integral properties it has been concluded that the boundary layer separated at the foot of the shock and restrached 4.5 undisturbed boundary layer thickness downstream of the separation point. The velocity profiles at the start of the interaction and downstream of the reattachment point correlate well with the logarithmic velocity distribution in the wall region.

N76-17069 Royal Aircraft Establishment, Fainborough (England). REVIEW OF SEPARATION IN STEADY, DIMENSIONAL FLOW

J. H. B. Smith In AGARD Flow Separation, Nov. 1975, 17 p.

refs (For availability see N76-17030 08-02)

An attempt is made to present a unified view which leads from a consideration of the structure of the problem and the role of modelling, through the partial solutions which have been found, to some illustrations of the application of three dimensional flow separation in aircraft design. Much of the work reported is only partially three dimensional, in the sense that boundary layers are calculated for fluws over cones or infinite sheared wings and that slender body theory is used to calculate the separated flow. These treatments reveal the limitations of some two dimensional concepts like resttachment and present an exciting range of problems and possibilities. Author

N76-17060* R and D Associates, Santa Monica, Calif. LAMINAR SEPARATION ON A BLUNTED CONE AT HIGH ANGLES OF ATTACK

Stephen C Lubard In AGARD Flow Separation Nov. 1975 11 p. refs (For availability see N76-17030 08-02)

(Contract NAS2-8113)

A new technique is reported for calculating the entire flow field on spherically blunted cones at high angles of attack and high laminar Reynolds numbers. An approximate system of parabolic equations obtained from the steady Navier-Stokes equations by assuming the viscous, streamwise derivative terms are small compared to the viscous normal and olroumferential derivatives is the basis of the calculations. These equations are valid for both the inviscid and viscous regions, including the circumferential separation zone that develops on the leeward side at high angles of attack. Two different methods are used to obtain the initial conditions for these equations at the sphere cone tangency plane. For small nose Reynolds numbers, an axisymmetric merged layer solution around a sphere is rotated to provide a three-dimensional initial plane of data. For large nose Reynolds numbers, the nose region is solved using an invisold, three dimensional time dependent solution combined with a boundary layer solution for the viscous flow. The computed flowfield including the leeward separation region is described and compared with data for a 7 deg half angle cone at 10 deg angle of attack, and a blunt 16 deg half angle cone at 15 deg angle of attack

N76-17081 Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfehrt, Goetlingen (West Germany).

CALGULATION OF THE THREE DIMENSIONAL LAMINAR BOUNDARY LAYER AROUND SOCIES OF REVOLUTION AT INCIDENCE AND WITH SEPARATION

Wolfgang Geibler In AGARD Flow Separation Nov. 1975 11 p. refs (For availability see N76-17030 08-02)

A numerical method is presented to calculate the three dimensional laminar incompressible boundary layer over bodies of revolution at incidence. The inviscid flow velocities used for the boundary condition at the outer edge of the boundary layer are determined numerically by a singularity method. The boundary layer calculation is carried out in a streamline coordinate system. The coordinates are fixed to the streamlines and equipotential lines of the inviscid flow. The boundary layer equations are integrated by an implicit finite difference method. Ar. a result of the numerical calculation process the velocity profiles in directions of streamlines and equipotential lines are known for each mesh point of the coordinate system, it is shown that this method can be used to determine the separation lines on the body surface.

N78-17062 National Aerospace Lab., Amaterdam (Netherlands).
THREE DIMENSIONAL SEPARATION OF AN INCOMPRESSIBLE TURBULENT BOUNDARY LAYER ON AN
INFINITE SWEPT WING

A. Elsenaar, B. VandenBerg, and J. P. F. Lindhout In AGARD Flow Separation Nov. 1975 15 p. refs (For availability see N76-17030 08-02)

A three dimensional boundary layer flow under infinite swept wing conditions is simulated. A description is given of the development of the boundary layer in a region of an adverse pressure gradient leading to increased cross flows and finally terminating in a three dimensional separation. Measurements are reported of the mean velocity profiles, the wall shear stress and the components of the Reynolds stress tensor. These measurements reveal a decreasing mixing length with increased gross flow and a substantial difference between the direction of the shear stress and the velonity gradient. After the separation line a region with an almost spanwise flow is observed. Calculations are presented of the boundary layer development with a finite difference method using semi-empirical shear stress relations based on the turbulent energy equation. This method falls to predict separation. When empirical modifications, based on the experimental results are introduced, the agreement improves. Close to separation, however, the calculations are very sensitive to the pressure distribution and this might be related to a Goldsteintype singularity at separation.

N76-17063* National Aeronautics and Space Administration Ames Research Center, Molfett Field, Colif. THREE DIMENSIONAL BOUNDARY LAYER SEPARATION IN SUPERSONIC FLOW

William D. Bachalo and Maurice Holt In AGARD Flow Separation Nov 1976 13 p. refs. Prepared in cooperation with Calif-Univ., Berkeley (For availability see N76-17030-08-02) CSCL 01A

An account is given of a detailed experimental investigation of three dimensional boundary layer separation in supersonic separation. In investigating three dimensional effects on supersonic separation, models were chosen which exhibited departures from two dimensional flow in the simplest way. The plane compression corner was replaced by a plate attached to a swept back wedge formed by two obliquely intersecting planes. Maintaining a constant tunnel Mach number of 2.5, surface pressure measurements were made on these models at static orifices spaced along the centerline and along three parallel lines. The flow parameters in the boundary layer and separated regions adjacent to the model surface were measured by traversing hot wire and pitot probes. The traverses were taken across the boundary layer and reversed flow regions in a direction normal to the body surface, they were made in several vertical planes, including the plane of symmetry.

N76-17064 Salford Univ. (England). Dept of Machanical Engineering PRESSURE RISE TO SEPARATION IN CYLINDRICALLY SYMMETRIC SHOCK WAVE, TURBULENT BOUNDARY LAYER INTERACTION

D. F. Myring In AGARD Flow Separation Nov 1975 14 p. refs (For availability see N76-17030-08-02)

Integral equations governing the three dimensional flow in a cylindrically symmetric shock wave turbulent boundary layer interaction are written in the form of momentum equations for directions normal to and aligned with the line of the shock, plus an entrainment equation. By neglecting the contributions of surface friction and mass entrainment, direct dependence on spatial derivatives is removed and solutions are obtained using the Mager cross flow profiles and power law profiles for the streamwise flow. Results are produced for angles of sweep greater than 45 deg which show good agreement with experimental measurements of pressure rise to separation. For smaller angles of sweep the theory suggests that the skin friction becomes vanishingly small at separation, which in turn suggests the need for a modified separation oriterion.

N76-17065 Ballistic Research Labs.. Aberdeen Proving Ground, Md

THE STRUCTURE OF THREE DIMENSIONAL SEPARATED FLOWS IN OBSTACLE, SOUNDARY LAYER INTERACTIONS

Raymond Sedney and Clarence W. Kitchens, Jr. // AGARD Flow Separation Nov. 1975. 15 p. refs (For availability seg. N76-17030 OB-02)

The turbulent boundary layer on the wall of a continuous supersonic wind tunnel is studied. Sizeable separated flow regions can be studied since the wall width is 35 cm and the boundary layer is typically 2.5 cm thick. The large scale of the experiment is required to resolve the fine details of the flow structure. The flow visualization techniques are discussed. The variation of primary separation distance is presented as a function of M. R. and obstacle dimensions. Some scaling laws that have been proposed are not supported by our results. The structure of the separated flow upstream of the obstacle changes with relatively small changes in R; the number of vortices varies from 5 to 4 to 2 as R changes. Data are presented for large and small protuberances, but the latter are emphasized.

Author

N76-17066 Rutgers Univ., New Brunswick, N.J. Dept. of Mechanical, Industrial, and Aerospace Engineering. CINEMATOGRAPHIC STUDY OF SEPARATED FLOW REGIONS

R. H. Page and C. E. G. Przirembel. In AGARD. Flow Separation Nov. 1975 7 p. refs (For availability see N76-17030 08-02)

A cinematographic study utilizing high speed motion plature photography was carried out for a series of supersonic separated flow configurations. A two dimensional variable Mach number wind tunnel was used to produce flow fields about several sting supported models, including a sphere, a blunt body with a leading spike and a missile. Color Schlieren and shadowgraph techniques were the primary diagnostic tools used in these studies for some film sequences, these flow visualization techniques were anhanced by the addition of small particles. The chief results of these studies are presented in a 16mm color motion picture film. Excellent qualitative descriptions of various supersonic, separated flow fields have been obtained by viewing these high speed motion pictures on a reduced time scale or on a frame-by-frame basis.

N76-17067 Office National d'Etudes et de Recherches Aerospatiales, Paris (France)

PHENOMENOLOGICAL INVESTIGATIONS OF SEPARATED FLOW USING HYDRODYNAMIC VISUALIZATIONS (ETUDE PHENOMENOLOGIQUE A PARTIR DE VISUALISATIONS HYDRODYNAMIQUES)

Henri Werle In AGARD Flow Separation Nov 1975 14 p refs. In FRENCH, ENGLISH summary (For availability see N76-17030 08-02)

Thanks to flow visualizations obtained at a water tunnel since many years, it has been possible to undertake the physical study of separations around a broad variety of obstacles. From these results, obtained at low speed, emerge a number of fundamental schemes which operations to the main types of fundamental schemes which operations to the main types of fundamental schemes which operations doesn't have or three-dimensional flow, their dotailed analysis emphasizes their singularities as well as their transitional, vortex like and unsteady espects. A synthesis is proposed aiming at the characterization of three dimensional separations as compared to those occurring in plans or axisymmetrical flow.

Author

N76-17068 National Aeronautical Establishment, Ottawa (Ontario)

THE THREE DIMENSIONAL SEPARATION OF A TUR-BULENT BOUNDARY LAYER BY A SKEWED SHOCK WAVE AND ITS CONTROL BY THE USE OF TANGENTIAL AIR INJECTION

David J. Peake and William J. Rainbird (Carleton Univ.) In AGARD Flow Separation Nov 1975 34 p refs (For evailability see N78-17030 08-02)

The three dimensional interaction of a skewed shock wave with a turbulent boundary layer, that is generated by a variable angle wedge standing normal to a flat test wall, has been systematically investigated at nominal mainstream Mach numbers of 2 and 4, up to and beyond shock strengths sufficient to cause incipient three dimensional separation. In the Mach number 2 flowfield, with wedge deflection angles of 8 and 11.5 deg. blowing air at Mach 3 was introduced upstream of the interaction and tangential to the wall. The objective was to control and remove the three dimensional separation. The jet excess momentum for this control situation was slightly more than the momentum deficit of the undisturbed boundary layer. In addition to the control of the maunitude of the blowing momentum, the direction of the wall jet could also be changed by rotating the line of the jet efflux. The optimum direction of blowing was found to be along a line somewhere between the deflected surface of the wedge and the line of the oblique shock wave.

N76-17069 Princeton Univ., N.J. AN EXPLORATORY OF A THREE DIMENSIONAL SHOCK WAVE BOUNDARY LAYER INTERACTION AT MACH 3 B. Oskam, J. E. Vas, and S. M. Bogdonoff In AGARD Flow Separation Nov. 1975 14 p refs (For availability see N75-17030

An exploratory experimental investigation has been carried out on the three dimensional flow fields caused by the interaction of oblique shock waves and a planar turbulent boundary layer The study was performed at a free stream Mach number of 2.95, a Reynolds number per inch of 1.6 x 106 and near adiabatic wall conditions. The interaction was studied on two experimental configurations having different initial boundary layer thicknesses Both surface measurements as well as complete flow field surveys were performed. The main contributions of the present investiontion are two experimentally derived flow field models for shock generator angles of 4 deg and 10 deg. Based upon both static pressure and surface flow patterns, as well as heat transfer data, the interaction region can be characterized as quasi-twodimensional along the shock direction in the region studied. A critical examination of the occurance of ordinary flow separation and its character was carried out. It was concluded that McCabe's criterion is not a sufficient condition to determine the onset of

N76-17070 General Dynamics/Conveir, San Diego, Calif. THE MANY FACETS OF 3D TRANSONIC SHOCK INDUCED SEPARATION

H. Yoshihara and D. Zonars (AF Flight Dynamics Lab.) In AGARD Flow Separation Nov 1975 8 p. refs (For availability see N76-17030 08-02)

Pressure distributions obtained in wind tunnel tests on several wing fuselage configurations at high subsonic Mach numbers are used to illustrate several shock induced separation avenatios. that are essentially 3D in nature. Pearcey's Type B interactions. distinguished by prior history effects, appear in several different forms. The described results in general are characteristic primarily of aft-cambered airfolls.

N76-18059# Advisory Group for Aerospace Research and Development, Paris (France) COMMENTS ON TRANSONIC AND WING-STORE

UNSTEADY AERODYNAMICS

H Tijdeman (NLR) and R. Destuynder (ONERA) Jan 1976 42 p refs. In ENGLISH and partly in FRENCH (AGARD-R-636) Avail NTIS HC \$4 00

Papers given in September 1975 before the Structures and Majerials Panel Sub-Committee on Aeroelasticity and Unstrady Aerodynamics, are presented. The first presents an in-depth review of the present state-of-the-art in transonic unsteady aerodynamics Some of the most advanced methods are discussed and evaluated An illustration of typical effects occurring in high subsonic and transonic flow around oscillating airfoils and wings is presented Some useful conclusions are drawn. The second paper contains a description of measurements made on a variety of wing-store combinators, and compares these measurements with theoretical values derived from two different methods, one developed

by ONERA and the other by NLR. A conclusion regarding the main factor affecting variation in lift coefficients of wings-withstores is drawn For individual titles, see N78-18060 through N76-18063

N76-18060 Advisory Group for Aerospace Research and Development, Paris (France)

CHARACTERISTICS OF 2-D UNSTEADY TRANSONIC FLOW

In its Comments on Transposic and Wing Store Unsteady Aerodyn Jan 1976 p 2-5 (For availability see N76-18059 09-02)

Characteristics of unsteady high subsonic and transonic flow are illustrated by use of experimental results from a 2-D girfoil with a sinusoidally steady and unsteady airloads. The results of the wind tunnel tests on an airfoil with oscillating flap, and unsteady flow field are discussed along with periodical shock wave motion. The calculation methods for 2-D unsteady flow

N75-18061 Advisory Group for Aerospace Research and Dovelopment, Paris (France). EVALUATION OF CALCULATION METHODS FOR 2 D UNSTRADY TRANSONIC FLOW

In its Comments on Transonic and Wing-Store Unsteady Aerodyn Jan 1976 p 5-7 (For availability see N76-18059 09-02)

The methods for solving the problem of two-dimensional unsteady transonic flow are discussed for oscillating sirfoils. The thickness effects and influence of the boundary layer are considered along with the unsteady shock wave motion F.O.S.

N76-18062 Advisory Group for Aerospace Research and Development, Paris (France). UNSTEADY TRANSONIC FLOW

In its Comments on Transpolic and Wing-Store Unsteady Aerodyn Jan. 1976 p 7-8 (For availability san N76-18059 09-02)

The transpolic flow around oscillating finite three dimensional wings is discussed. The experimental evidence that supports the development of prediction methods for threedimensional flow is reviewed, and the calculation methods for 3-D unsteady flow are analyzed

N76-12063 Office National d'Etudes et de Recherches Aerospatiales, Paris (France). UNSTEADY PRESSURE MEASUREMENTS IN WING-WITH.

STORE CONFIGURATIONS

Roger Destuynder In AGARD Comments on Transonic and Wing-Store Unsteady Aerodyn. Jan 1976 p 30-37 refs. in FRENCH: ENGLISH summery (For availability see N76-18059

Measurements are made at various Mach numbers on a semi-span model oscillating in pitch. Several kinds of stores. differing in size and position, were mounted. In each case, the characteristic values due to the store itsulf, those due to the interaction between wing and store, and lastly the values relative to the clean wing were measured. Calculations were performed in order to compare theory and experiment. Two methods were applied the first one, developed by ONERA, is a anmi-empirical method making use of Mach number fields, the other one, used by the NLR Amsterdam, is more complete as it determines directly the interaction between wing and store. introducing source and doublet distributions on the store, the pylon and the wing. In all cases, it appears that the main term is the interaction created by the store on the wing, which can enteri a variation of up to 15% of the lift coefficient. Author

N78-18064# Advisory Group for Aerospace Research and Development, Paris (France)

COMPARISON BETWEEN THE CALCULATED AND MEAS-UNED TRANSFER FUNCTIONS FOR THE CONCORDE AIRCRAFT [COMPARAISON DES FONCTIONS DE TRANSFERT CALCULEES ET MESUREES SUR LAVION CONCORDE

J. Rousten Jan 1976 21 p in FRENCH (AGARD-R 637) Avail NTIS HC \$3 50

A comprehensive and detailed analysis is presented of the comparison between calculations and actual in-flight measure. ments of the transfar functions of the Congorde Superconic Transport aircraft through atmospheric turbulence at differing attitudes and speeds. Numerous graphs and charts are included Results indicate that the aircreft presently defen as effective analysis of its response to turbulence. Recommendations for luture research are discussed

N76-21163# Advisory Group for Aerospace Research and Development, Paris (France)

TECHNICAL EVALUATION REPORT OF AGARD SPECIAL-ISTS MEETING ON WINGWITH STORES FLUTTER

Walter J Mykytow (AFFD1) Feb 1976 13 p. refs. Meeting held at Munich, 9 oct 1974 during 39th Meeting of Struct and Mater Panel

(AGARD AR 98. ISBN 92 835 1209 X) NUS HC \$3 50

The carnage of stores on wings significantly changes their dynamic characteristics and often adversely affects their flutter properties as a result of reduced wing frequencies and the introduction of critical frequency ratios together with inertia, clastic and aerodynamic coupling between loads. Adverse flutter characteristics and significantly lowered flutter appeals occur and these restrictions neverely constrain the speed - sitifude performance envelope that can be achieved by an aircraft. The variety of stores that can be carried on modern tactical sirplanes gonerates a need to accurately evaluate the literally thousands of possible store combinations which can be carried by such ancraft. Results are presented from a conference on information and procedures in use in the various NATO nations to solve the flutter problems associated with the narriage of external stores. on wings. Nine presentations were given and are summarized Recommendations concurring possible future efforts on the subject.

N76-23103# Advisory Group for Aerospace Research and Development, Paris (France). A COMPARISON OF METHODS USED IN INTERFERING LIFTING BURFACE THRONY W P. Rodden Feb. 1976 58 p refs

(AGARD-R-643-Suppl; ISBN-92-835-1210-3) Avail: NTIS HC \$4.60

Flow field prediction methods for interfering lifting surfaces cover subsonic and supersonic serodynamic loads. For individual titles, see N76-23164 through N76-23168

N76-23164 Advisory Group for Aerospace Research and Development, Paris (France). INTERPERENCE AND NONPLANAR LIFTING SURFACE

THEORIES William P. Rodden (La Canada, Calif.) In its A Companison of Methods Used in Interfering Lifting Surface Theory Feb. 1976 p 2-5 (For availability see N76-23163 14-02)

The latest prediction methods for uniteady serodynamic forces acting on interfering lift configurations are discussed. The collocation method and finite element analysis are applied to subsonic flows. Supersonic procedures include the box integration method, the box collocation method, and the collocation

N76-23165 Advisory Group for Aerospace Research and Development, Paris (France).

THE NONPLANAR KERNEL FUNCTIONS

William P. Rodden (La Canada, Calif.) In its A Comparison of Methods Used in Interfering Lifting Surface Theory Feb 1976 p 5-9 (For availability see N76-23163 14-02)

Nonplanar acceleration potential aspects for the kernels of the lifting surface integral equation are developed for the subsonic case. A velocity potential kernel is applied to supersonic flow

N76-23166 Advisory Group for Aerospace Research and Development, Paris (France)

SUBSONIC METHODS

William P. Rodden (La Canada, Calif.) In its A Comparison of Methods Used in Interfering Lifting Surface Theory Feb. 1976 p 9-12 (For availability see N76-23163 14-02)

Kernel function and Doublet-Lettice Method (DLM) applications for solving a ibsonic lifting surface problems are outlined. The first method uses chordwise collocation points to evaluate downwash, and the second method applies finite element analysis to obtain downwash expressions

N76-23167 Advisory Group for Aurospace Research and Development, Paris (France) SUPERSONIC METHODS

William P. Rodden (Lo Canada, Calif.) In its A Comparison of Methods Used in Interfering Lifting Surface Theory Feb 1976 p 12-13 (For availability see N76-23163 14-02)

Refined Mach box integration procedures are reported for numerical analysis of supersonic lifting surface interference uffacts

N76-23168 Advisory Group for Aerospace Research and Development, Paris (France)

PREFACE TO FIGURES AND TABLES

William P. Rodden (La Canada, Calif.) In its A. Companson of Methods Used in Interfering Lifting Surface Theory Feb. 1978 p 13-25 rafs (For availability see N76-23163 14-02)

Data are compared from three different solutions of the lifting surface problem. The first task is the determination of the flow field, i.e., the velocity components in the field surrounding the oscillating wing. The second task is the palculation of the interference loading, i.e., lift and moment coefficients, on two surfaces induced by the motion of the forward surface. The third task is the calculation of the generalized forces resulting from the motions of the various components of an interfering wing-horizontal tail-fin configuration. The computation of each of these derived quantities from the solution of the basic litting surface problem is indicated below.

N76-24146# Advisory Group for Aerospace Research and Development, Paris (France)

UNSTEADY AERODYNAMICS

Mar. 1976 91 p. rafs. Presented at the Fluid Dyn. Panel Round Table Discussion on Unsteady Aerodyn, Goettingen, West Germany, May 1975

(AGARD-H-848) Avail NTIS HC \$5.00

Five papers are presented covering such topics as calculation methods in unsteady aerodynamics, recent research results in flutter suppression, transonic flow, unsteady rotor blade serodynamics, wind tunnel test techniques, and recent research afforts in sercelasticity and unsteady serodynamics at the U.S. Air Force Flight Dynamics Laboratory. These papers gave a succinct review of the present state of seroelesticity-priented unsteady serodynamics For individual titles, sea N76-24147 through N76

N78-24147 Messerschmitt-Bosikow-Blohm G m.b H . Munich (West Germany)

UNSTEADY ARRODYNAMIC PREDICTION METHODS APPLIED IN ARROSLASTICITY

B Laschka In AGARD Unsteady Aerodyn Mar 1976 31 p

refs (For availability see N76-24146 15-02)

A brief survey is given on the basic prediction methods in unsteady serodynamics needed in aeroelasticity. After an introductory outline of some of the most important seroelastic phenomena, some representative concepts applied to calculate unsteady serodynamic forces in subscrip and supersonic flow are described. Then, attention is drawn to areas which are not yet covered adequately by the presently existing theories. These sees comprise effects of gap geometry between fixed wing and control surfaces, of mean incidence about which a wing or control surface is oscillating, of wing thickness, of Reynolds number, etc Furthermore, some not yet published results related to interfering multiple lifting configurations are presented. These results include thrust calculations on oscillating landem wings in incompressible flow, wing induced unsteady tail loads and some downwash evaluations behind wings in supersonic flow

Author

N75-24148 National Aerospace Lab , Amsterdam (Netherlands) SOME REMARKS ON UNSTEADY TRANSONIC FLOW H Tijdemen In AGARD Unsteady Aerodyn. Mar. 1976 11 p

refe (For availability see N76-24146 15-02)

A general discussion of unsteady transonic aerodynamics is presented A simple example of an airfoil having an oscillating trailing edge flap was chosen for the discussion. Results are presented from wind tunnel tests performed on the sirfoil to illustrate the interactions of steady flow fields on unsteady flow fields. Topics discussed include: (1) various calculation methods used to compute unsteady transonic flow (finite difference theory). and (2) boundary layer interactions, and shock wave interactions causing aerodynamic loading. It is shown at high subscnic and transonic apseds that unsteady airloads are influenced considerably by steady and unsteady flow fields and shook wave interen-

N76-24149 Office National d'Etudes et de Recherches Aerospatiales, Paris (France). UNSTEADY AERODYNAMICS OF HELICOPTER BLADES

Rolland Dat In AGARD Unsteady Aerodyn Mar 1976 5 p refs. In FRENCH; ENGLISH summary (For availability see N76-24146 15-021

A method that predicts the unsteady periodic aerodynamic forges on helicopter blades in forward flight is described. The blade sections are assimilated to airfoils; the lift at high single attack is given by a mathematical model and the threedimensional interferences between blades and between separate sections of the same blades are given by the linearized lifting surface theory. The comparison between theoretical and experimental results is satisfactory. The range of applications of the method used to synthetize the three-dimensional theory and the experiments in two-dimensional flow is not restricted to hallconters.

N78-24150 Deutsche Forschungs- und Versuchsenstalt füer Luft- und Raumfahrt, Goettingen (West Germany).

WIND TUNNEL TEST TECHNIQUES FOR THE MEASURE-MENT OF UNSTEADY AIRLOADS ON OSCILLATING LIFTING SYSTEMS AND FULL-SPAN MODELS Mar. 1978

H. Foersching In AGARD Unsteady Aerodyn. 24 p refs (For availability see N76-24146 15-02)

The main features of wind tunnel test techniques in current use for the measurement of dynamic stability derivatives, flutter coefficients and unsteady aerodynamic pressure distributions are described. The presentations are illuminated by some typical test

N76-24151 Air Force Flight Dynamics Lab., Wright-Patterson AFB. Ohio. Vehicle Dynamics Div.

BRIEF OVERVIEW OF SOME AIR FORCE FLIGHT DYNAM-ICS LABORATORY RESEARCH EFFORTS IN AEROELASTIC-ITY AND ARRO-ACOUSTICS

Walter J. Mykytow in AGARD Unsteady Aerodyn. Mer. 1976 13 p. refs (For availability see N76-24146 15-02) The fessibility of extending active feedback control technology

to flutter suppression in wings and external stores is discussed. Flight tests of a 8-52 full scale model are described. A computer program for flutter optimization is discussed. The use of composite materials in flutter suppression is examined

N76-32126# Advisory Group for Aerospace Research and Development, Paris (France)

UNSTEADY PRESSURES DUE TO CONTROL SURFACE ROTATION AT LOW SUPERSONIC SPEEDS: COMPARISON BETWEEN THEORY AND EXPERIMENT

C. G. Lodge (British Afforaft Corp. Limited, Lanshire) and H Schmid (Messeradhmitt-Bolkow-Blohm GmbH, Munich) Sep 1978 21 p refs Presented at the 42d Meeting of the Structures and Miterials Panel, Ottawa, 5 Apr. 1976 (AGARD-R-647: ISBN-92-836-1223-5) Avail: NTIS

Most sircraft flutter problems have featured control surfaces, and it is necessary that unsteady serodynamic forces generated by their motions should be accurately predicted. Therefore theoretical and experimental studies were conducted on a planform with part span control surface oscillating in the control surface rotation mode at low supersonic Mach numbers. The results are presented and discussed. It is shown that these studies must be of a high accuracy so that the more critical aerodynamic confficients, such as hinge moment demping, are determined with confidence.

N77-12013# Advisory Group for Aerospace Research and Development, Peris (France).

THROUGH-FLOW CALCULATIONS IN AXIAL TURBOMA-CHINERY

Opt. 1976 237 p. refs. Proceedings held at Cologne, West Germany, 20-21 May 1976

AGARD-CP-198; ISBN-92-835-0179-9) HC A11/MF A01

An axisymmetric approach is used in considering flow distributions at design and off-design conditions in single and multi-stage turbomachines. For individual titles, see N77-12014 through N77-12026.

N77-12014# Societe Nationale d'Etude et de Construction de MODELS FOR CALCULATING FLOW IN AXIAL TURBOMA-CHINERY [MODELS DE CALCUL DE L'ECOULEMENT DANS LES TURBOMACHINES AXIALS]

Jean-Marine Thiaville In AGARD Through-Flow Calculations in

Axial Turbomachinary Oct. 1976 16 p refs in FRENCH (For primary document see N77-12013 03-02) Avail. NTIS HC A11/MF A01

The problem of calculating exial flow in turbomachines is approached using the model of current surfaces S1 and S2 of C. H. Wu. Viscous effects are introduced under the form of loss and the effects of displacement. The boundary layer theory is accepted. The simplified model is used to analyze the connection of the estimates of surfaces S1 and S2 Transonic flow is studied. Diagrams of loss and of angles beyond adaptation are provided. Blocking and secondary flow are considered Applications in which the model is defective are discussed and methods for resolving the difficulties are suggested Transl by A H

N77-12015# Durham Univ. (England). Dept. of Engineering

THROUGH-FLOW CALCULATIONS IN AXIAL TURBOMA-CHINERY: A TECHNICAL POINT OF VIEW

H. Mersh In AGARD Through-Flow Calculations in Axial Turbomachinery Oct. 1975 19 p refs (For primary document see N77-12013 03-02)

AVAIL: NTIS HC A11/MF A01

The through-flow theory for turbomachines and a detailed discussion on the methods of streamline curvature and matrix through-flow are reported. These two methods of solution are shown to be two different techniques for calculating the flow on a mean stream surface. The Mach number limitations are outlined and the lack of a rigorous definition for the mean stream surface is discussed. The use of a consistent loss madel leads to an improved form of the matrix method. Recent advances in the calculation of wall boundary layers and secondary flows are reported. Work on time marching techniques is reviewed. Author

N77-12016# Carleton Univ., Ottawa (Ontario).
THROUGH-FLOW CALCULATIONS BASED ON MATRIX INVERSION: LOSS PREDICTION

W. Roland Davis (Davis and Associates, Ottawa) and D. A. J. Miller /n AGARD Through-Flow Calculations in Axial Tur-bomachinery Oct. 1976 12 p refs (For primary document see N77-12013 03-02) Avail: NTIS HC A11/MF A01

The inviscid flow field in the meridional (hub-to-shroud) plane of an exial compressor is solved by a finite difference technique

which employs matrix inversion. The viscous flow effects are accounted for by using empirical data, and the performance of the compressor is determined by an interactive solution. This describes the loss and deflection system which is used to model the effects of blade passage and end wall losses, and of blade passage deflection of the working fluid. The manner in which this system interacts with the matrix inviscid solution is described.

N77-12017# Detroit Diesel Allison, Indianapolis, Ind.
THROUGH-FLOW CALCULATIONS: THEORY AND
PRACTICE IN TURBOMACHINERY DEBIGN
John E. Caruthers and Theodore F. McKain //n AGARD

Through-Flow Calculations in Axial Turbomachinery Oct. 1976 14 p refs (For primary document see N77-12013 03-02)

AVail: NTIS HC A11/MF A01

The through-flow calculation is an integral and vital element of any effective turbomachinery design and development process. The assumptions involved with typical formulation of the basic equations and the solution techniques employed in such areas as boundary condition specification, numerical evaluation of derivatives and numerical stability are presented. Experimental verification of the theory, using turbomachinery applications, is presented to demonstrate the ancuracy of the calculation. Finally, the normal compressor design and development cycle is reviewed to stress the importance of the through-flow calculation in this process.

N77-12018# Vrije Universiteit, Brussels (Belgium). Dent. of Fluid Mechanics FINITE ELEMENT METHOD FOR THROUGH-FLOW CALCU-

Ch. Hirsch In AGARD Through-Flow Calculations in Axial Turbomachinery Oct 1976 18 p. refs (For primary document see N77-12013 03-02)

Avail: NTIS HC A11/MF A01

The finite element method is applied to the radial aquilibrium equation in the form obtained after introduction of the stream function. A short presentation of the basic features of the F.E.M.

is given and the particular aspects of its application to the through-flow problem in turbomachinas are described. A comparison with an analytic solution for an axisymmetric transitional annulus with swirl allows an estimation of the numerical accuracy of the method. Other examples of results include a transonic axial compressor and an axial turbine. The coupling with an end-wall boundary layer calculation for axial compressors is also briefly described.

N77-12019*# Massachusetts Inst. of Tech.; Cambridge Dept of Aeronautics and Aeronautics

THREE-DIMENSIONAL FLOW CALCULATION FOR A TRANSONIC COMPRESSOR ROTOR

William T. Thompkins, Jr. and David A. Oliver. In AGARD Through Flow Calculations in Axial Turboniachinery. Oct. 1976. 18 p. refs. (For primary document see N77-12013-03-02). (Grant NGL-22-009-383).

Avail: NTIS HC A11/MF A01

A numerical calculation of the steady, inviscid, three dimensional flow in a isolated transonic compressor rotor has been completed using MacCormack's second order accurate time-marching scheme. This rotor has a tip Mach number of 1.2, an overall diameter of 2 feet, and inlet hub/tip ratio of 0.5. The computed rotor total pressure ratio is 1.82. Comparisons between the numerical solution, measurements of the intra-blade static density field obtained by gas fluorescence, and time resolved exit flow measurements showed that the inviscid computation accurately models transonic rotor aerodynamics and rotor blade pressure distributions in the upstream portions of the blade passages, the viscous effects influencing mainly the downstream flow.

Author

N77-12020# GEC Turbine Generators Ltd., Manchester (England). Theoretical Aerodynamics Group.
THROUGH-FLOW CALCULATION PROCEDURES FOR APPLICATION TO MIGH SPEED LARGE TURBINES
H. J. A. Cox. In AGARD Through-Flow Calculations in Axial

Turbomachinery Oct. 1976 13 p. refs (For primary document see N77-12013 03-02)

Avail: NTIS HC A11/MF A01

Major difficulties arise in the evaluation of through-flow solutions relevant to conditions existing within the rear stages of large modern low pressure steam turbines. The highly loaded stage designs in which convergent-divergent profiles are used require computation procedures which can accurately allow for supersonic Mach numbers at both guide and runner blade outlet, high values of streamline slope in the meridional plane and varying quantities of mass flow tapped off between stages. The consequent effect of these conditions on turbine performance and various methods by which they can be incorporated into a streamline curvature computation process are discussed together with the use of steam thermodynamic data. Procedures which can be employed to obtain numerical stability and convergence in the computation process are suggested and further problems concerned with the evaluation of off-design solutions are briefly considered.

Author

N77-12021# Brown, Boverl and Co., Ltd., Baden (Switzerland). Dept. of Gas Turbines.

DESIGN OF TURBINE, USING DISTRIBUTED OR AVERAGE LOSSES; EFFECT OF BLOWING

D. K. Mukherjee In AGARD Through-Flow Calculations in Axial Turbomachinery Oct. 1976 14 p refs (For primary document see N77-12013 03-02)

Avail: NTIS HC A11/MF A01

The design of a multi-stage turbine begins with one dimensional calculations. Flow field computations which then follow are invaluable as they allow to determine velocity triangles at different radii and to design the blades. In these calculations, serodynamic losses and outlet angle deviations due to secondary and tip clearance flow, as well as the influence of coolant on the main stream expansion are taken into account.

Author

N77-12022# Northern Research and Engineering Corp., Cambridge, Mass. Fluid Dynamic Systems Group A CRITICAL REVIEW OF TURBINE FLOW CALCULATION PROCEDURES

A. F. Carter In AGARD Through-Flow Coloulations in Axial Turbomachinery Oct. 1976 7 p refs (For primary document see N77-12013 03-02)

Avail NTIS HC A11/MF A01

Blade row performance paremeters, such as total-pressureloss coefficients and flow deviations, remain the weak assumptions in most of the otherwise sophisticated calculations of turbine flow conditions. Some of the areas are reviewed in which further efforts are needed. Since a turbine's performance ultimately depends on the detailed design of the baiding, the paper concentrates on this aspect of turbine design and analysis.

Autho

N77-12023# Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Cologne (West Germany).

COMPRESSOR DESIGN AND EXPERIMENTAL RESULTS

H. B. Weyer In AGARD Through-Flow Calculations in Axial

Turbomachinery Oct 1978 15 p. refs (For primary document

see N77-12013 03-02)

Avail. NTIS HC A11/MF A01

After an introduction to current techniques available to evaluate the exisymmetric flow field in turbomachines at design and off-design conditions, research was noncentrated primarily on proving these calculation methods by comparing the results with corresponding experimental data from real test machines. Considered were: (1) A single-stage transcript compressor without inlet guide vanes; (2) a three-stage transcript compressor without inlet guide vanes; and (3) a 4-stage compressor with inlet guide vanes. Complete geometrical data and test results are provided.

N77-12024# Deutsche Forschungs- und Verauchsanstell fuer Luft- und Raumfahrt, Cologne (West Germany).
COMPARISON BETWEEN THE CALCULATED AND THE

EXPERIMENTAL RESULTS OF THE COMPRESSOR YEST

H. B. Weyer and R. Dunker In AGARD Through-Flow Calculations in Axial Turbomachinery Oct. 1976 26 p refs (For primary document see N77-12013 03-02)

Avail: NTIS HC A11/MF A01

For the calculation of the compressor's overall performance, one-dimensional techniques as well as dust flow and through-flow methods were used. No characteristic differences encounter from the various methods indicating that a severe effect of a more or less complete physical flow model does not exist. The deviations as far as observed with respect to the experiments are primarily due to the inaccuracy of the flow loss and flow turning predictions, particularly at off-design operating conditions. The duct-flow and through-flow calculation techniques were mainly utilized to compute in detail the compressor internal flow. Streamline curvature, matrix, and finite element methods thereby served as numerical procedures to resolve the flow equations. Concerning the flow parameters calculated outside of the blade rows no evident superiority was observed for any method even for the through-flow techniques although their physical background seems to be more accomplished taking for instance into account the effects of blade thickness, blade turning, a s.o. Discrepancies in the experimental results are believed to be caused by an inexact estimation of the wall boundary-layer blockage, and by 3-dimensional flow effects which are not accounted for in the 2 dimensional calculation techniques.

N77-12025# Von Kerman Inst. for Fluid Dynamics, Rhode-Saint-Genese (Balcium)

TURBINE TEST CASES: PRESENTATION OF DESIGN AND EXPERIMENTAL CHARACTERISTICS

J. Chauvin and C Sieverding /n AGARD Through-Flow Calculations in Axial Turbomachinery Oct. 1976 19 p (For primary document see N77-12013 03-02)

Avail: NTIS HC A11/MF A01

Full geometric data are presented for a two-stage, two-shaft HP-IP turbine for advanced gas turbine engines. Traverse data are available before and after each blade row, for total pressure, total temperature, static pressure and absolute angle. Author

N77-12026# Von Karman Inst. for Fluid Dynamics, Rhode-Saint-Genese (Belgium).

TURBINES: PRESENTATION OF CALCULATED DATA AND COMPARISON WITH EXPERIMENTS

J. Chauvin In AGARD Through-Flow Calculations in Axial Turbomachinery Oct. 1976 24 p. refs (For primary document see N77-12013 03-02)

Avail: NTIS HC A11/MF A01

Performance test results together with genmetric design data for two axial flow turbomachines are detailed. Data include nominal 2pm and nominal mass flow as well as nominal pressure ratios and efficiencies. General information on utilized computer programs and calculation methods is included. G.G.

02 AERODYNAMICS

N77-14997# Advisory Group for Aerospace Research and Development, Paris (France).

STATE-OF-THE-ART IN UNSTEADY AERODYNAMICS William P. Rodden Nov 1976 12 p refs Presented at the 43d Structures and Materials Panel Meeting, London, Sep. 1976 (AGARD-R-860: ISBN-92-835-1230-9) Avail: NTIS HC A02/MF A01

(AGARD-R-850: ISBN-92-835-1230-9) Avail: NTIS HC A02/MF A01

A brief survey of new developments in unsteady aerodynamics is made as a proposal for establishing another comparative computational AGARD program. Candidate topics include supersonic interference, transonic flow, wing-body interference, control surfaces, rotary loads on T-tails, interference effects of vortex shedding, and rotating blades. A selected bibliography is presented for each topic to illustrate the present state-of-the-art and its near term future potential.

03 AIR TRANSFORTATION AND SAFETY

includes passenger and cargo air transport operations, and aircraft accidents. For related information see also 16 Space. Transportation and 85 Urban Technology and Transportation

N74-20756# Advisory Group for Aerospace Pesearch and Development, Paris (France)

ESCAPE PROBLEMS AND MANOEUVRES IN COMBAT AIRCRAFT

Walton L. Jones, ed. (NASA, Washington, D. C.) Feb. 1974 121 p refs Papers Presented at Aerospace Med Panel Specialists, Soesterberg, Netherlands, 4 Sep. 1973 (AGARD-CP-134) Avail NTIS HC \$9.25

The proceedings of a conference on the subject of problems of escape from rotary wing and V/STOL aircraft are presented The purpose of the meeting was to delineate the important aspects of the escape problems and to review new concepts in escape technology. The subjects covered was broad ranging from blomedical issues in air combat mishaps in high perform noe siroraft to human factors and engineering aspects of inflight escape in all types of sircraft. For individual titles, see N74-20757 through

N74-20757* National Aeronautics and Space Administration, Washington, D.C.

TECHNICAL EVALUATION OF THE AEROSPACE MEDICAL PANEL SPECIALISTS MEETING ON ESCAPE PROBLEMS AND MANOEUVRES IN COMBAT AIRCRAFT

Walton L. Jones In AGARD Escape Probl. and Manoeuvres in Combat Aircraft Feb. 1974 6 p (For availability see N74-20756

A technical evaluation of the papers presented at a conference on escape systems for helicopters and V/STOL alteraft was made The subjects discussed include the following (1) bioengineering aspects of spinal injury during ejection, (2) aerodynamic forces acting on crewman during escaps, (3) operational practicality of fly away ejection seats, (4) helicopter survivability requirements, (5) ejection experience from V/STOL aircraft, and (6) research projects involving excape and retrieval systems.

N74-20758 Bureau of Medicine and Surgery, Washington,

SPECIFIC BIOMEDICAL ISSUES IN THE ESCAPE PHASE OF AIR COMBAT MISHAPS DURING SOUTHEAST ASIA **OPERATIONS**

Robert E. Kinneman, Jr., Martin G. Every (BioTechnology, Inc., Falls Church, Va.), and James F. Parker, Jr. (BioTechnology, Inc. Falls Church, Va.) In AGARD Escape Problem of Manoeuvres in Combat Aircraft Feb. 1974. 7 p. refs (For availability see N74-20756 12-081

Escape and rescue data were collected from Navy airmen downed over Southeast Asia in order to isolate significant blomedical problems associated with the combat mishap Subjects consisted of naval aviators flying fixed-wing jet alreraft who were forced to eject as a direct result of enemy action. One hundred and lifteen survivois of such an occurrence were located and administered an extensive questionnaire govering the circumstances associated with the ascape and all events prior to and during rescue. Particular attention was given to the adequacy of escape and rescue systems under Southeast Asia combat. conditions. This paper deals with the analyses that were conducted in order to determine specific cause and effect relationships for injuries incurred during the ejection phase of this event Conclusions of the study deal with the adequacy of escape equipment and procedures, under the conditions and stresses inherent in combat situations. Author

N74-20759 Naval Aerospace Medical Research Lab., New Orloans ta

BIOENGINEERING ASPECTS OF SPINAL INJURY IN THE OV-1 (MOHAWK) AIRCRAFT

Channing L. Ewing and Daniel J. Thomas In AGARD Escape Probl. and Manoeuvres in Combat Aircraft Fab 1974 9 p refs (For availability see N74-20756 12-05)

An investigation of non-fatal ejection verterbral fracture encountered during ejection from military aircraft was conducted The causes for the injuries are analyzed. Laboratory procedures for determining the factors which contribute to spinal injuries during ejection are reported. It was concluded that the restraint harness used in the OV-1 stroraft was responsible for the high incidence of spinal injuries encountered by crewmen ejecting from this aircraft

N74-20760 Naval Aerospace Medical Research Lab., New Orleans, La

HEAD CLEARANCE ENVELOPE FOR EJECTION SEATS DURING NEGATIVE G sub x IMPACT ACCELERATION Channing t. Ewing In AGARD Escape Probl. and Manoeuvres in Combat Aircraft Feb. 1974 3 p. refs (For availability see N74-20758 12-051

Living volunteers from the U.S. Army participated in a research program designed to determine response of the living human head and neck to impact acceleration in 1967-1969. The restraint system used was typical of that described above and included a 3-inch lap belt, and inverted V, and shoulder straps. The seat was an experimental seat with the lavel stool stat pun parallel with the ground and the steel seat back vention! to the seat pan. The shoulder harness in all cases came straight out from the sest back to the shoulder via an adjustable spreader and then downward across the clavicles to the lap belt. The subjects so restrained were given a minus G sub x impact acceleration with fixed rate of onset and with fixed peak acceleration. The run selected for this study was that performed by an 88th percentile sitting height subject frelative to U.S. Navy pilot data), at 10G. 800G/sec with a triangular pulse, fasting about 400 ms. The subject was fitted with transducer mounts on the top of the head; mouth; and base of the nack. These mounts were sigidly attached to the anatomy and photographic targets were situsched to each mount, with two targets separated by several inches attached to the neck mount.

N74-20761 Aerospace Medical Research Labs., Wright-Patterson

AN ASSESSMENT OF AERODYNAMIC FORCES ACTING

ON THE CREWMAN DURING ESCAPE

James W. Brinkley and Poter R. Payne (Payne, Inc., Annapolis)

In AGARD Escape Probl. and Manusuvres in Combat Alteraft
Feb. 1974 10 p. refs (For availability see N74-20756 12-05)

The results of analytical and experimental research accomplished to determine the magnitude of the aerodynamic forces acting on the crewman during emergency escape are summarized. The work has been directed toward the definition of the mechanisms of serodynamic field injury and the acquisition of data required for the development of protective countermeasures The results of a study of noncombat ajection experience within the U.S. Air Force during the period of 1964 to 1972 are also reviewed. This study was conducted to identify injuries attributed to serodynamic loads and to statistically describe the probability of these injuries as a function of aircraft opend at the time of ajection. Wind tunnel experiments are described which were conducted to measure the forces eating an body segments using volunteer human subjects. Both Open ejection seat and tractor rooket extraction agrees systems were studied. The data collected from these experiments includes whole body and body segment serodynamic forces. Operational variables such as arm and legposition and clothing were evaluated to determine their relative effects on the serodynamic loads soting on the subject's limbs

N74-20762 Naval Aerospace Recovery Facility, El Centro. Calif

ABROMEDICAL RESEARCH AND EVALUATION SUPPORT OF EXISTING AND PROPOSED ESCAPE AND RETRIEVAL SYSTEMS AT THE NAVAL AEROSPACE RECOVERY

Dunald H. Reid In AGARD Escape Probl. and Manoeuvres in Combat Aircraft Feb. 1974 8 p refs (For availability see N74-20756 12-05)

A research facility for conducting physiological research with parachutists and for investigating hardware system/human performance interface problems is described. The objective of the research projects has been to contribute data which are needed by the engineering disciplines in designing and developing new generation retardation and recovery systems which are acceptable from the human engineering standpoint. Specific programs in human factors engineering of emergency equipment for air crew use are reported.

Author

N74-20763 Air Force Flight Oynamics Lab , Wright-Patterson AFB. Ohio.

OPERATIONAL PRACTICALITY OF FLY AWAY EJECTION SEATS

R. Harley Walker, Jr. In AGARD Escape Probl. and Manoeuvres in Combat Aircraft Feb. 1974 15 p. refs (For availability see N74-20756 12-05)

In the interest of improving the current escape/tescue capability, a concept which provides the ejectee with increased time available for rescue by allowing him to remain sintorine out of small arms fire range and to fly with a high degree of maneuverability to a more secure, accessible area for landing and pickup is being investigated. This advanced Grew Escape and Rescue Capability, AERCAB, system provides the aircrewman with a secondary flight vehicle capabile of gaining or maintaining altitude and perhilts him to assist in his own rescue by navigating over a limited range at a specified cruise apeed out of the hostile target area toward predetermined safe sites where terminal plokup by friendly forces can be made with the least jeopardy. Thus, the AERCAB or fly away ejection system is a new dimension in airborne escape. An assessment of the potential operational practicality and effectiveness of the AERCAB system is presented. The advantages and disadvantages of the fly away escape concept in the operational environment are discussed including any penalities imposed on the tactical aircraft and missions. The probability of rescue is shown to be improved with an AERCAB system. The approach for determining the effective gost of a deployed AERCAB system is discussed.

Author

N74-20764 Royal Air Force Inst. of Aviation Medicine, Famborough (England).

EJECTION EXPERIENCE FROM VTOL MILITARY AIR-

D. C. Reader In AGARD Escape Probl. and Manoeuvres in Combat Aircraft Feb. 1974 3 p (For availability see N74-20756 12-08)

A statistical analysis of ejections from the Harrier sircraft is presented. The data are contained in a table which describes the conditions for the fourteen successful and four fatel ejections on record. It is stated that the majority of the ejections occurred at low spend and low altitude with the sircraft sinking and/or banked.

Author

N74-2070 Royal Air Force Inst. of Aviation Medicine, Famborough (England).

CLEARANCE OF EJECTION PATH BY THE USE OF EXPLOSIVE CORD

A. J. Sarwood In AGARD Escape Probl. and Manoeuvres in Combat Aircraft Feb. 1974 6 p (For availability see N74-20756 12-05)

The use of ministure detonating cord (MDC) for removing an aircraft canopy prior to ejection is discussed. The design of the MDC and the installation on specific aircraft are described. The main points in favor of using MDC are: (1) it rapidly clears the ejection path. (2) it breaks the central area of the canopy into small fragments thus avoiding major impact on ejecting crew mambers, and (3) all canopy debris files outward. Author

N74-20766 Naval Air Development Center, Warminster, Pa Crew Systems Dept.

ADVANCED CONCEPTS FOR ROTARY WING AND V/STOL AIRCRAFT ESCAPE SYSTEMS

William G. Law /n AGARD Escape Probl. and Manoeuvres I...
Combat Aircraft Feb. 1974 5 p refs (For availability see N74-20756 12-05)

The requirements for ejection seats to provide safe egress

from helicopters and V/STOL aircraft are discussed. The limitations of existing ejection seats for such applications are defined. The desirability of a display device for indicating safe ejection conditions to the crew members is expressed. The research projects which have been conducted in an effort to develop a more satisfactory ejection system are reported.

N74-20767 Naval Air Systems Command, Washington, D.C. HELICOPTER PERSONNEL SURVIVABILITY REQUIREMENTS

T. Stephen Meek In AGARD Escape Probl. and Manoeuvres in Combat Aircraft Feb. 1974 6 p ref (For svailability see N74-20756 12-05)

Current provisions for countering helicopter in-flight emergencies are discussed and their inadequacies are noted. To assess the need for improved helicopter occupant survivability, a re-law is presented of U. S. Navy. Marine Corps and Army helicopter fatal socident data. Analyses of these data have identified the survival mechanisms which could have prevented these fatalities. Practicable combinations of these survival mechanisms - (1) emergency in-flight egress, (2) improved crash impact protection. (3) improved fire protection and (4) improved flotation - could have severed more than 80 percent of the fatalities analyzed over a 17 year period.

N74-20768 Army Aeromedical Research Lab., Fort Rucker, Ala.

PARACHUTE ESCAPE FROM HELICOPTERS

William P. Schane In AGARD Escape Probl. and Manoeuvres in Combat Alteraft Feb. 1974 3 p. refs (For evailability see N74-20756 12-05)

A series of parachute jumps were made from an autorotating helicopter. The exit and separation of the parachutist from the helicopter were documented by 16mm motion pictures taken at 32 frames per second with a motion picture camera and by 36mm slides taken four frames per second by a motorized Nikon camera. The photo platform was a chase helicopter flying precise formation with the jump helicopter. Data were obtained with frame by frame analysis of the motion pictures measuring the distance separating the parachutist from a reference point on the helicopter. The distance from the most enterior portion of the nose to the most posterior portion of the tall boom of the jump helicopter was used as a reference length. Approximate rates of descent of the jump helicopter during test were established using the vertical speed indicator aboard the jump helicopter. Precise rate of descent at the moment of parachutist exit was determined using a recording radar sitimater which provides precise altitude information above ground level.

N74-20769 Royal Air Force Inst. of Aviation Medicine, Farnborough (England).

HUMAN FACTORS ASPECTS OF IN-FLIGHT ESCAPE FROM HELICOPTERS

D. C. Reader In AGARD Escape Probl. and Manoeuvres in Combat Aircraft Feb. 1974 4 p refs (For availability see N74-20756 12-05)

A review of the accident statistics from some helicopters users of the NATO forces has shown that helicopter operations impose a greater risk to their crews compared with fixed-wing aircraft. Cost analyses have shown that the crew nost more to replace than their aircraft. Thus, it is considered that a strong case exists for in-flight escape from helicopters. Some human factors to be considered when designing such a system are described. Human tolerance to acceleration, egress path requirements, center of gravity data, restraint and parachete requirements, blast, noise, fragmentation and toxic hexards, and vision and egress time requirements are discussed.

Author

N74-20770 Institut fuer Flugmechanik, Brunswick (West Germany).

ESCAPE MRASURES FOR COMBAT HELICOPTER CREWS

H. D. Melzig and U. Schmidt In AGARD Escape Probl. and Manoeuvres in Combat Aircraft Feb. 1974 11 p refs (For availability see N74-20786 12-05)

Flight-control malfunction, loss of control, loss of main or tail rotor, mid-air collision, fire explosion and transmission freeze-up occur relatively often and cause emergency conditions which can not be followed by an auto-rotation landing. Together with a very high percentage of pilot error as the responsible reason for the emergency and the operational requirements for combat helicopters with low sititude and speed, in a relatively high number of accident fatalities could have only been avoided by means of an escape system. Although the technology of cal ...ble escape systems is highly developed, its application to a hallcopter causes great difficulties because of the rotating blades A comparative analysis is made for the different modes of downward, sideward, foward and upward ejection or extraction in correlation to the expected percentage of rescue from emergencies and a number of other factors, like development cost and time, reliability, human tolerance, adaptability for retrofit and offices.

Nt. .-20771 Army Aeromedical Research Lab., Fort Rucker, Ala.

ARMY AUTOROTATIONAL ACCIDENTS

Kent A. Klimhell, Donald F. Herden, and Mark A. Hofmann. In AGARD E. in Irobl. and Manneuvres in Combat aircraft Feb. 1974. 10 p. (For availability see N74-20758-12-05).

A study reviewing autorotation accidents was initiated to ascertain the relative con "sutions that certain factors had in such accidents. The active Army, for fiscal years 1970 through 1972, was reviewed and a total of 790 accidents, or 42.3% of all accidents, were of the autorctational type. They accounted for over 89 million dollars in alteraft di, negs. 92 strotew fatalities and 852 alrorew injuries. Of these , so accounts, it was determined that personnel error alone accounted for 32.7% of the accidents, while materiel failure alone accounted for 31.4%. Of the remaining accidents (35.9%), 10.9% were attributed to a combination of personnel error and material fallure, while the remaining 15% were attributed to other causative factors. Though the total number and rate of rotary wing additions was founto be declining over the time for frame considered, the number of autorotation accidents attributed solely to personnel error was found to be on the increase, with fiscal year 1972 approximately 10% higher than 1970. The study also reviews autorom accidents in light of total accidents rates, geographical areas, aircraft, cost, fatalities, and injuries. It also provides impact data with regard to the reduction of certain parameters. Author

N74-20772 Naval Air Development Center, Warminster, Pa IN-FLIGHT ESCAPE SYSTEM FOR HEAVY HELICOPTERS

William Ogden and Gary Davis (Naval A's Systems Command) in AGARD Escape Probl. and Manoeuvres in Cor.:bat Altoraft Feb. 1974 9 p. refs (For availability see N74-20755 12-05)

The design and development of a helicopter escape and personnel survival system (HEPS) are discussed. The system contains four primary functions: (1) in flight escape, (2) crash impact energy attenuation, (3) fuel fire suppression, and (4) flotation. The configuration of the system is illustrated. Results of flight tests are reported.

Author

N75-31042# Advisory Group for Aerospace Research and Development, Paris (France).
STORE SEPARATION

L. H. Schindel (Naval Surface Weapons Center, Silver Spring, Md.) Jun. 1975, 109 p. refs. (AGARD-AG-202, AGARDograph-202). Avail: NTIS. HC \$5.25

(AGARD-AG-202. AGARDograph-202) Avail: NTIS HC \$8.26. This AGARDograph is a systematic collection of experimental results for use by angineers and designers, limited to externelly carried, unpowered, unguided stores in the sections dealing with store trajectories, the physical situation is described, the method of solution is indicated, and the final results are presented. Emphasis is on stork motion in traversing the parent situral flowlist, with criteria for sale separation and methods of calculating flight path. Windtunnel test techniques are described, and some information on flight testing is given. Analytical treatment is compared with flight and tunnel results. There are brief mentions of ejection systems and the effect of stores on aircraft purformance.

N75-14059# Advisory Group for Aerospace Research and Development, Paris (France).

AIRCRAFT FIRE SAFETY

Oct. 1975 330 p. Partly in ENGLISH, partly in FRENCH Presented at the 45th Meeting of the AGARD Propulsion and Energetics Penel, Rome, 7-11 Apr. 1975 (AGARD-CP-186) Avail: NTIS HC \$10.00

Fire, toxic, and explosion hazards associated with ultoraft anotherist and fires are reviewed. Specific areas discussed include, prevention techniques; the impact of changes in fuel specifications on alroraft fire safety; and evaluation of leat techniques for flame propagation and extinguishment. Actual arroraft accidents are also reviewed and analyzed. For individual titles, see N76-14060 through N78-14087

N76-14060 Royal Aircraft Establishment, Farnborough (England). Materials Dept.

SAPETY FUEL RESEARCH IN THE UNITED KINGDOM
R. E. Miller In AGARD Aircraft Fire Salety Oct. 1975 10 p
refs (For availability see N76-14059 06-03)

Alterest fuels which resist fire in a crash are investigated. Emphasis is placed on polymeric additives which prevent fuel mist condition. At 0.3% concentration these additives prevent kerosene fires under realistic crash conditions with both flame and heated duct ignition sources. High internal phase ratio emulsions gave no fire resistance in these tests. Methods of introducting the additive and the possible extent of water compatibility and filtration problems are discussed. Author

N76-14061 Southwest Research Inst. San Antonio, Tex. US Army Fuels and Lubricanta Research Lab.
STATUS OF RESEARCH ON ANTIMIST AIRCRAFT TURBINE ENGINE FUELS IN THE UNITED STATES
US Westberford, Jr. and S. R. Wright In AGARD Aircraft Fire Safety Oct. 1875—12 p. refs (For availability see N75-14059 05-03)

The physical, compatibility, and fire safety characteristics of fuel blands containing polymeric antimist agents are discussed in terms of reducing the frequency of in-flight and post-crash aircraft fires. The experimental bench and larger scale evaluation procedures used and the experimental results obtained with several polymeric antimist additives are described. Both fire safety and systems compatibility characteristics and problems are included. Projections are made regarding the future direction of research on such antimist shoraft turbine fuels.

Author

N76-14062 National Research Council of Canada, Ottawa (Ontana). Fuels and Lubicante Lab. WIDE-CUT VERSUS KERORENE FUELS: FIRE SAFETY AND OTHER OPERATIONAL ASPECTS

A. B. Whyte and L. Gardner In AGARD Aircraft Fire Safety Oct. 1975 20 p refe (For availability see N76-14059 05-03) The relationships between fuel properties and safety and

The relationships between fuel properties and safety and sircraft operation are summarized. The specifications are compared for wide-out and kerosene type fuels with emphasis on the properties which can affect operation and safety. The difference in volutility and effects on ignition, combustion, and explosion are discussed as well as other properties (fluidity, cleanliness, and vapor release) which can affect aircraft operations. Ground operations (frandling, maintenance and engine starting) and flight operations (fire hazard, engine relight, fuel system toing and fraezing, range and payload) are considered it is concluded that, provided all necessary precautions are diligently enforced the risks involved in using wide-range fuel are at worst only marginally greater than with kerosene.

Author

N76-14063 Royal Ascraft Establishment, Farnborough (England).
SYSTEMS PROBLEMS ASSOCIATED WITH THE USE OF SAFETY FUELS.

R. H. Walsh, E. A. Timby, and D. J. R. Robinson. In AGARD Aircraft Fire Safety. Oct. 1976. 12 p (For availability see N76-14059-05-03)

The performance of components in aircraft fuel systems is investigated when using crash-fire-resistant antimisting aircraft fuels. The effect that the systems have on the fuels is also considered. It is found that the use of safety fuels could result in a continual degredation of their crush-fire-resistant properties. The degradation in the major components of the system is measured and the results are used to program a computer study to predict the state of the fuel remaining in the aircraft on landing following a full range flight.

Author

N76-14064 Societe Nationale Industrielle Aerospatiale Toulouse

IGNITION PROOFING OF FUEL TANKS [INERTAGE DES RESERVOIRS DE CARBURANT)
Georges Frechou // AGARD Alicraft Fire Safety Oct. 1976

7 p in FRENCH (For availability see N76-14059 05-03)

The following topics were discussed (1) causes of tires and flammability of fuels. (2) precautions taken to reduce the risks and the resulting problems for the aircraft designers in view of the ever more stringent competitive requirements within the aviation industry. (3) the advantage of ignition proofing fuel tanks. It is shown that an effective way to ignition proof fuel tanks is to reduce the percentage of oxygen in the gaseous mixture above the fuel, since this mixture will not be explosive if the oxygen percentage is below 9 or 10%. This however requires that the fuel tanks be pressurized to prevent outside air from entering and, furthermore, that the gases dissolved in the fuel should contain less than 10% oxygen it was consided that the resulting design and operational problems to not outweight the expected

N76-14065 Societé Intertechnique, Plaisir (France). N78-14085 Society Intertachnique, Plaisir (France)
IGNITION PROOFING OF FUEL TANKS WITH OXYGENDEFICIENT AIR OBTAINED BY DIFFUSION THROUGH A
SEMI-PERMEABLE MEMBRANE (INERTAGE DES RESERVOIRS DE CARBURANT AVEC DE L'AIR APPAUVRI
EN OXYGENE PAR PERMEATION)
Jean Tugsye // AGARD Aircraft Fire Cafety Oct. 1975 5 p

In FRENCH (For availability san N76-14059 05-03)

The possibility of using oxygen-deficient air in the Ignition proofing of fuel tanks was successfully texted in the laboratory. The oxygen-deficient air is obtained by diffusing air under pressure through a special synthetic semi-permeable membrane 0.2 micron thick, supported by a porous plate of the same material 0.2 mm thick. Depending on the temperature, oxygen will diffuse two or three times more rapidly through such a system than nitrogen. High pressure air contained within such a system will therefore become oxygen-deficient. A practical airworthy system utilizing this concept inside fuel talks must include the following systems. heat exchangers, auxiliary air compressor, and fuel deaxygenating device. The proposed system would be primarily advantageous on sircialt undergoing a large number of landings and takeoffs between refuellings, since it would then be lighter and less bulky than a system using liquid nitrogen.

N76-14066 National Research Council of Canada, Ottawa (Ontario) Fuels and Libricants Lab.
FLAME PROPAGATION IN AIRCRAFT VENT SYSTEMS DURING REFUELLING

Oct 1976 9 p. refs (For availability see N78-14059 05-03)

An investigation was made to determine if ignition at the fuel system vant box of a large commercial aircraft during refuelling could result in fiame propagation through the vent system and cause an explosion inside one of the fusi tanks. The program was initiated as the result of an explosion during a commercial refuelling and was confined to investigating the type of series of aircraft involved utilizing a simulation of part of the vent system leading to the tank where the explosion originated. The ability of the flame to propagate was demonstrated using wide-cut fuel and a 50/50 mixture of wide-cut fuel and kerosens. No propagation occurred with kerosene nor with wide-cut fuel that had lost 5% of its light ends. Flame propagation and explosion intensity were found to depend on mixture temperature, fuel/nir ratio, mixture flow velocity, and oxygen content of the pir

N76-14067 Falcon Research and Development Co., Denver,

DYNAMIC MODELING OF AIRCRAFT FUEL TANK ENVI-HONMENTS AND VULNERABILITY

Levelle Mahood In AGARD Aircraft Fire Safety Oct. 1975 9 p refs (For availability see N76-14059 05-03)

The anyionments, hazards, and vulnerability of regions adjacent to and within aircraft fuel tanks are discussed along with the importance and difficulties of developing fuel tank environment models to assess aircraft combet vulnerability and operating safety. Various approaches to modeling the flammability. of the ullage of an aircraft fuel tank are described. Examples are given to illustrate various ways that dynamic effects radically after equilibrium vapor conditions in the ullage. The method of applying the fuel tank ullage environment model to computerized aircraft vulnarability programs is described.

N76-14068 Societe Nationale Industrielle Aerospatiale, Surasnes

CABIN FINISHING MATERIALS IN CIVIL PASSENGER AIRCRAFT (LES MATERIAUX D'INTERIEUR CABINE DANS LES AVIONS DE TRANSPORT CIVILS Andra Blavv In AGARD Aircraft Fire Safety Oct 1975 3 p

In FRENCH (For availability see N76-14059 06-03)

A review of the various types of cabin finishing materials used inside civil passenger aircraft and their properties was presented, with special focus on their flammability and generation of toxic fumes when set fire. This following facts were summarized (1) materials from which fires may be easily extinguished generally emit more smoke. (2) fire-proof materials often emit toxic fumes. (3) combustion of these materials, due to their self-extinguishing properties, result in oxygen depletion and carbon monoxide formation, the primary cause of intoxication. The primary emphasis should be placed on rapid extinguishing of any incipient fire

N76-14069* National Agronautics and Space Administration Ames Research Center, Moffett Field, Calif. FIRE DYNAMICS OF MODERN AIRCRAFT FROM A MATERIALS FOINT OF VIEW

John A. Perker, Demetrius A. Kourtides, Richard H. Fish, and William J. Gilwee, Jr. In AGARD Alteraft Fire Safety Oct. 1975 | 11 p refs (For availability see N76-14059 05-03)

A general approach for selecting polymers to increase fire safety in aircraft is described. It is shown that polymer flammability and thermal protection capability are related to the molecular structure of the polymer and its thermochemical properties. These criteria are used to develop advanced fire-resistant materials which can achieve increased survivability in both post-crash and in-flight fires. The degree of fire hardening of materials depends greatly on the available heat load and fire threat present. It is shown that improvements in fire safety can be achieved by the use of polymers possessing certain basic thermochemical parameters such as high char yield.

N76-14070 Royal Netherlands Aircraft Factories Fokker. Schiphol-Oost. Jr. Engineer Materials and Processes Group.
CRITICAL EVALUATION OF TODAYS FIREPROOF TESTING
OF AEROSPACE MATERIALS
L. M. Godfried /n AGARD Altoraft Fire Safety Oct. 1975
10 p (For availability see N78-14059 05-03)
The usefulness of the requirements and methods of tests

for the judgement of materials or materials combinations in aerospace vehicle application is discussed. It is shown that the application, test requirements, and test methods criteria for materials sometimes provide questionnable fire safety. Author

N76-14071 Commissariat a l'Energie Atornique, Toulouse

MEASUREMENT AND ANALYSIS OF SMOKE AND TOXIC GARES RESULTING FROM THE COMBUSTION OF AIRCRAFT CABIN FINISHING MATERIALS [MESURE DES FUMEES ET ANALYSE DES GAZ TOXIQUES PROVOQUES PAR LA COMBUSTION DES MATERIAUX D'AMENAGE. MENT DE CABINE D'AVION)

J. Auvinet In AGARD Aircraft Fire Safety Oct. 1975 12 p In FRENCH (For availability see N76-14059 05-03)

The results of studies and research on the combustion of aircraft cabin finishing materials and the resulting smoke generation and production of toxic gases were reported. Results of tests measuring the concentration of the various gases resulting from the combustion of these materials were first presented, based on burning small samples under controlled conditions. Next, a near full-size mockup of a simulated aircraft cabin section, divided into passanger and freight sections by a horizontal floor. was constructed and instrumented for more realistic combustion tests. This mookup was equipped with ventilation, safety, fire extinguishing, heat protection, pressurization, lighting, and chemical analysis systems. Preliminary tests were undertaken with this mockup and were reported.

N76-14072 Royal Aircraft Establishment, Famborough (England). Materials Dept.

SOME ASPECTS OF SMOKE AND FUME EVOLUTION FROM OVERHEATED NON-METALLIC MATERIALS

A. J. Christopher In AGARD Aircraft Fire Safety Oct. 1975 12 p refs (For availability see N76-14059 05-03)

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A dynamic system for assessing the smoke and fume emission characteristics of nonmetallic materials is described. A sample of the material under examination is heated from ambient to 500 C in a stream of air. The behavior of the material under in-flight electrical overheating conditions is simulated. Sample temperature, smoke density, and electrode response in a water bubbler are monitored. Results obtained for various materials are presented and discussed.

N76-14073 Utah Univ., Salt Lake City Flammability Research

ANALYSIS OF THE PRODUCTS OF THERMAL DECOMPOSI-TION OF AN AROMATIC POLYAMIDE FABRIC USED AS AN AIRCRAFT INTERIOR MATERIAL

I. N. Einhorn, D. A. Chatfield, and R. W. Mickelson in AGARD Aircraft Fire Safety Oct. 1975 13 p refe (For evaliability see N76-14059 05-03)

The thermochemistry of an aromatic polyamide fabric used in the interior of wide-bodied commercial jet aircraft was explored using several analytical techniques. The principal emphasis was to identify the products resulting from pyrolysis, exidative degradation, and flaming combustion. The pyrolysis data was used to obtain a material balance between the elemental composition of the original polymer and the degradation Author

N76-14074 Princeton Univ., N.J. Guggenheim Labs.
FLAME SPREADING ACROSS MATERIALS: A REVIEW OF FUNDAMENTAL PROCESSES

William A. Sirignano In AGARD Aircraft Fire Safety Oct.

1975 12 p refs (For availability see N76-14059 05-03)

A critical review of the existing researches on flame spread above solid combinatible materials is given; both theory and experiment are considered. Special attention is given to the determination of the rate-controlling mechanism for energy transfer shead of the flame and therefore to the determination of the flame spreading rate. The mechanism could be either gas-phase conduction, radiation, gas-phase convection, or some combination of these. Important factors discussed include: natural convective flows, orientation of the direction of flarne spread with respect to gravity, thickness of the burning material, and the values of the conductivity, diffusivities, heats of reaction and pyrolysis, chemical kinetic constants, and ambient oxygen concentration. It is indicated how changes in these factors can produce changes in the rate-controlling mechanism.

N75-14075 Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Porz (West Germany). ON THE APPLICABILITY OF RETICULATED FOAMS FOR THE SUPPRESSION OF FUEL TANK EXPLOSIONS

R. Fials, K. Dussa, and G. Winterfeld In AGARD Aircraft Fire Safety Oct. 1975 12 p rafs (For availability see N76-14059 05-03)

The flame suppression properties of polygrethane foams with varying cell size were studied by means of a flame tube and an explosion vessel. Results on the thickness of the foam layer necessary for flame quenching are given, depending on pore size, fuel-air ratio, and on pressure. The behavior of reticulated foam during explosion in a closed vessel is discussed, as well as its mechanical behavior. Conclusions with respect to the application of foam structures in tanks are presented Author

N76-14075 Roya) Alteraft Establishment, Famborough (England). Engineering Physics Dept.
FIRE PROTECTION OF FUEL SYSTEMS IN COMBAT

AIRCRAFT

J. A MacDonald and H W G. Wyeth In AGARD Aircraft Fire Safety Oct. 1975 15 p ref (For availability see N78-14059

The conditions which affect fire and explosion probability within aircraft fuel tanks and surrounding bays are examined Particular attention is given to the effect of fuel type, target construction, and other environmental conditions. From a knowledge of the physical effects following projectile attack. systems are suggested which could significantly reduce the risk of fire and explosion

N76-14077 Air Force Aero Propulsion Lab., Wright-Patterson AFB, Ohio. Fuels and Lubrication Div

AIRCRAFT FIRE PROTECTION TECHNOLOGY

B. P. Botteri In AGARD Aircraft Fire Safety Oct 1975 15 p rels (For availability see N76-14059 05-03)

03 AIR TRANSPORTATION AND SAFETY

Aircraft fire protection under natural and hostile (combat) flight environment conditions is discussed. Achievement of fire protection capability is dependent upon a knowledge of ignition. flammability, and reaction severity characteristics of the combustible materials present and use of this knowledge in the design of the aircraft. Specific areas discussed include, fire and explosion hazard assessment (including fire safe fuels), fire prevention design measures, advanced fire and overheat detection systems, void space and dry bay fire suppression techniques. and fuel tank fire and explosion protection systems.

N76-14078 British Aircraft Corp., Warton (England). FIRE PROTECTION OF MILITARY AIRCRAFT

John Vincent In AGARD Aircraft Fire Safety Oct. 1975 15 p (For availability see N76-14059 05-03)

The problems associated with 'classical' engine bay fire detection and suppression systems are examined along with airframe design constraints. The primary and secondary fire problem is considered. Statistical evidence from modern war shows that the highest proportion of alreraft kills is due to primary and secondary fire. The application of possible fire suppressant methods is discussed. The current structural and system design philosophy is questioned with respect to achieving improved fire protection of military pircraft

N76-14079 Pisa Univ. (Italy).

THE USE OF ROCKETS AGAINST CRASH FIRES IN AIRPORT AREAS

M. Andrenucol In AGARD Aircraft Fire Safety
12 p. refs (For availability see N78-14059-05-03)

The use of rockets is proposed as a means of fighting crash fires, due to their quickness, easy operation, and ability to reach sites not readily accessible by other means. Possible vehicle configurations are discussed along with system operating modes. Details are given of a simulation study, intended for providing the major specifications for the system components performance with respect to efficacy, reliability, and safety requirements. Cost factors are considered.

N76-14080 Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Porz (West Germany) FIRE FIGHTING AGENTS FOR LARGE AIRCRAFT FUEL

FIRES

R. Fials and K. Dussa In AGARD Aircraft Fire Safety 1975 10 p refs (For availability see N76-14059 05-03)

For a critical evaluation of the properties of the different types of agents experiments were carried out using standardized small and large fuel fires (4 sq m and 200 sq m). The time until extinguishment occured and the amount of agent needed, were measured. Additionally, the time which, after a deliberate reignition, elapsed until the whole fuel surface was on fire again, was measured. Results are discussed.

N76-14081 Joint Fire Research Organization, Boreham Wood (England). Extinction Section

THE EXTINCTION OF AIRCRAFT CRASH FIRES
P Nash In AGARD Aircraft Fire Safety Oct. 1975 13 p. refs (For availability see N76-14059 05-03)

The problems are discussed of the aircraft crash fire, including the difficulty of arrival of the fire-fighting services in time to save life. The different fire fighting agents available are appraised. Fire fighting feams are shown to be the only satisfactory primary fire fighting agents for major crash fire use. The research and development of foam liquids and the means used to assess their performance are discussed in terms of the physical properties of the foam liquid. The development of foam making equipment and appliances in order to put the foam liquid to best use to meet the operational requirement is examined.

N76-14082 Federal Aviation Admiristration, Atlantic City, N.J. CHARACTERISTICS OF HALON 1301 DISPENSING SYSTEMS FOR AIRCRAFT CABIN FIRE PROTECTION Constantine P. Sarkos In AGARD Aircraft Fire Safety Oct.

1975 16 p refs (For availability see N76-14069 05-03) A cabin fire protection system using Halon 1301, an extinguishing agent proviously tested and shown to be effective in suppressing and controlling fires in a simulated transport cabin. section and a cargo compartment is investigated. Tests were conducted in an obsolete but completely furnished DC-7 passenger cabin equipped with two candidate Halon 1301 dispensing systems: modular nozzle and perforated tube. Under no-fire conditions, continuous measurements were made of the Halon 1301 concentration at approximately 20 locations; measurements were also made of temperature, noise, pressure, and visibility. The modular nozzle system was judged to be best by virtue of its producing more rapid and effective agent distribution resulting in greater potential fire protection capability. Halon 1301 was found to rapidly permeate all cabin airspaces, including those shielded from the discharge streamlines Author

N76-14063 Karlsyuhe Univ (West Germany) A LABORATORY TEST METHOD OF EVALUATING THE EXTINGUISHING EFFICIENCY OF DRY POWDERS Paul G. Seeger In AGARD Aircraft Fire Safety Oct. 1975 9 p refs (For availability use N76-14059 05-03)

The laboratory test method of avaluating the estinguishing efficiency of dry powders is based on the burning velocity of a laminar premixed methane-air flame. The dry powder being tested is fed into the premixed fuel gas-air flow by a vibrating chute. The powder particles reach the test flame and reduce the burning valority more or less depending on their extinguishing efficiency The burning velocity is determined by the nozzle method and by aphlieren photography. The evaluation of the measurements shows that the square of the burning velocity is a linear function of the mass flow of the dry powder fed into the fuel gas-air flow. The theoretical minimum value of the mass flow of the dry powder necessary to extinguish the test flame may be determined by the slope of the straight line.

N76-14084 Pinkel (I. Irving), Fairview Park, Ohio. DYNAMIC EFFECTS IN THE SETTING OF AIRPLANE CRASH

Irving Pinkel In AGARD Aircraft Fire Safety Oct. 1975 p (For availability see N76-14059 05-03)

The principal features of simplene crash dynamics are described. Fectors considered include: fuel spillage: movement of spilled fuel to main ignition sources; propagation modes of fire to the main spillage and the fuel tank opening. Some of the main factors in the ignition and apread of fire are illustrated with slow motion pictures of full-scale airplane crashes. Author

N76-14086 Cranfield Inst. of Technology (England).
FIRE, FUEL AND SURVIVAL: A STUDY OF TRANSPORT
AIRCRAFT ACCIDENTS, 1865 - 1974
A. F. Taylor /n AGARD Aircraft Fire Salety Oct. 1975 14 p

refs (For availability see N76-14059 05-03)

Accident summaries and reports are examined together with existing papers on the various aspects of fire safety, the aim being to piece together a complete picture of the part fire has had in determining overall fatality rates in transport aircraft accidents. Note is taken of the sensitivity of the fire death ratio to the number of high impact accidents with no chance of survival and of how this sensitivity may have clouded some past comparisons between fuels of different volatility. It is indicated that in post impact fires the higher volatility fuels, gasoline and wide-cut gasoline, have been responsible for proportionately more fire deaths than has low volatility kerosine, thus confirming predictions based on theory and experiment.

N76-14086 Swissair, Zurich (Switzerland). PASSENGER AIRCRAFT CABIN FIRES

Willi Schurter In AGARD Aircraft Fire Safety Oct. 1975 5 p. (For availability see N76-1405B 05-03)

After a brief review of the established findings on the crash of a Swisseir Coronado CV-990A in Wirrenlingen, Switzerland, on February 21, 1970, an enalysis of the cabin fire preceding the crash is given, including origin of fire, its propagation and effects on the aircraft systems. A method of establishment of elevated local temperatures in cargo compartment and cabin by means of uncommon fractures as found in the wrackage is described. The role played by the major aircraft systems is discussed. Furthermore, since the smoke spreading in cabin and cockpit is considered the factor rendering the aircraft uncontrollable under the prevailing conditions, the results of tests carried out simulating the smoke conditions are given.

N76-14087 Secretariat General e l'Aviation Civile, Paris (France). CRACH OF THE PP-VJZ AIRCHAFT [L'ACCIDENT DU

P. Guillevic In AGARD Aircraft Fire Safety Oct. 1975 6 p In FRENCH (For availability see N76-14059 05-03)

The results of investigations that followed the crashes of two aircraft (a Caravelle in 1968 and a Boeing 707 in 1973) following fires that started in regr washrooms were reported. In both cases, it was concluded that fatalities were primarily caused by intoxication resulting from the inhalation of carbon monoxide and highly acidic toxic vapors such as chlorhydric acid and cyanhydric acid originating in the combustion of cabin finishing materials.

N76-29187# Advisory Group for Aerospace Research and Development, Paris (France)

ADVANCED TECHNIQUES IN CRASH IMPACT PROTEC-TION AND EMERGENCY EGRESS FROM AIR TRANSPORT

R G. Snyder (Michigan Univ., Ann Arbor). Jun. 1976 320 p.

(AGARD-AG-221) AGARDograph-221; ISBN-92-838-1218-9)

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Analysis of all NATO member air transport accidents, 1984-1975, revealed that injuries and fatalities, when such information could be determined, were primarily due to the post-grash effects of fire, smoke and toxic fumes, and secondarily to crash impact. Future air transport design trends were reviewed. and approximately 150 advanced crash-impact and amergencyegress concepts, devices, and state-of-the-art techniques were evaluated. These included occupant restraints, smoke hoods, aisle and agress emergency lighting, passenger warning systems, escape slides and devices, heat shields, high-energy amergency agress systems, and emergency inflight agress systems. It was concluded that rear-feeling passenger seats, the NASA Ames (21 + 6 sub x sub 45+6 sub z) airline seat, and the production sheldahl smoke hood can provide significantly improved occupant protection, while high-energy emergency egress systems appear promising for future attoraft. More research is needed to improve passanger warning and public address systems. Concepts of emergency inflight egress are not yet feasible, although technically within the state-of-the-ort.

Q4 AIRCRAFT COMMUNICATIONS AND NAVIGATION

Includes digital and voice communication with aircraft, air navigation systems (satellite and ground based); and air traffic control For related information see also 17 Spacecraft Communications, Communications and Tracking and 32 Communications

N74-33534# Advisory Group for Aerospace Research and Development, Paris (France).

THE PHYSIOLOGY OF COLD WEATHER SURVIVAL

A. Borg, ed. (Roy. Norweg, Air Force) and J. H. Veghta. ed. (AMRL, Wright-Patterson AFB, Ohio) Jun. 1974 99 p refs (AGARD-R-620) Avail: NTIS HC \$8.00

Physiological factors and emergency life sustaining measures are outlined for aircrew survival in a cold winter region. For Individual titles, see N74-33535 through N74-33545.

N74-33536 Oslo Univ. (Norway). Thenmogenetic mechanisms involved in man's Fitness to resist cold exposure

K. Lange Anderson In AGARD The Physiol. of Cold Weather Survival Jun. 1974 p 1-6 rate (For availability see N74-33534 23-04)

The main factor by which man's fitness to resist cold exposure can be varied, appears to be thermogenesis. The biological varietion of BMR, shivering, a possible non-shivering thermogenesis, and the maximal aerobic power is reviewed. BMR of an individual can vary with diet, general health, habitual physical activity, as well as various environmental conditions, conceivably including cold exposure. A definite inter- and intra-individual varietion in shivering threshold exists. Man's capability to reise his metabolism in muscular exercise is an important part of his fitness to resist cold exposure. This capability can be essessed by measurement of maximal oxygen uptake. Maximal oxygen uptake is influenced by age, sex, health, diet and habitual physical activity.

Author

N74-33836 Oslo Univ. (Norway).

PERIPHERAL CIRCULATORY ADJUSTMENT TO COLD
Jorin Krog In AGARD The Physiol, of Cold Weather Survival
Jun. 1974 p 7-15 refs (For svallability see N74-33534 23-04)

Measurements of blood circulation in the hands and faces of Arctic people are compared with those on Norwegian lumberjacks and city dwellers. Obtained date for time of onset of vasodilation, amount of vasodilation, and pressure response following cold stimulation indicate that the greater tolerance to cold in Arctic people is due to an adjustment of the vasomotor control in the pheripheral tissue, in such a way that the initial vasoconstriction response is less severe and lasts shorter. G.G.

N74-33537 Royal Norwegian Air Force, Oslo. INTRODUCTION TO WINTER SURVIVAL

Rolf A. Grimerud and Claus Moelbach-Thellessen. In AGARD The Physiol. of Cold Weather Survival. Jun. 1974 p 17-28 (For availability see N74-33534 23-04)

In winter man cannot stay in the open and expect to live unless he is on the move. He needs a shelter of some kind even if it is only a hole in the snow. It should be kept in mind that a wind of 10 knots equals a fall in temperature of approximately 30 deg delsius on the skin compared with that experienced in quiet weather. The type of shelter to be built will depend on: (1) tools and material available; (2) snow conditions; and (3) the length of time of expected residence in that particular location. Allorew must remember to adjust their clothing while working. Sweating should be avoided. Emergency signalling equipment should be readily available at all times and the camp site should be made as conspicuous as possible from the sir.

N74-33538 Onlo Univ. (Norway).
METHODS IN CIRCULATORY RESEARCH

John Krog In AGARD The Physiol of Cold Weather Survival Jun. 1974 p 29-39 (For availability see N74-33534 23-04)

The principles of indirect methods and direct methods for determining human peripheral direction are discussed in

connection with planning for research in aviation medicine. The former are based on body tissue temperature measurements, changes in oxygen tension, and elimination of metabolic inert substances: the latter dategory includes plethyamography and flow maters.

N74-33539 Oalo Univ. (Norway). Human Adaptability Section.

LOCAL EFFECTS OF ACCLIMATIZATION TO COLD IN

Bjorn Helistrom In AGARD The Physiol. of Cold Weather Survival Jun. 1974 p 41-51 refs (For availability see N74-33534 23-04)

The mechanisms underlying local manifestations of cold acclimatization are not fully known, but point to a central nervous habituation to cold exposure. This primitive type of learning is characterized by a diminishing response upon repeated stimulation. It is common experience that the discomfort caused by cold is reduced by repeated or prolonged cold exposures. There is also emple evidence that shivering is reduced with repeated cold exposures. These reductions of physiological reactions to cold upon repeated exposures to low ambient temperatures point towards a central nervous habituation as the main mechanism of cold acclimatization in man.

N74-33840 Oslo Univ. (Norway). Inst. of Work Physiology. A PHYSIOLOGICAL COMPARISON OF THE PROTECTIVE VALUE OF NYLON AND WOOL IN A COLD ENVIRONMENT.

Kasre Rodahl, Fredric A. Giere, Peer H. Staff, and Bertil Wedin In AGARD The Physiol. of Cold Weather Survival Jun. 1974 p 53-57 refs (For availability sep N74-33534 23-04)

Similar inner garments of nylon pile and of wool pile were compared in paired experiments at rest for one hour and during two hours fairly strenuous physical activity (treadmill welking at 100 m/min, 5% incline) followed by two hours rest in a climatic chember at -20 C. Each subject served as his own control, participating in experiments using both types of experimental garments. Under these conditions no significant difference could be detected between the two types of garments in terms of thermal insulation, nor in the ability of the two types of fabric to allow free escape of moisture produced by sweating during physical activity.

N74-33541 Oslo Univ. (Norway). Human Adaptability Section.

VIBRATION INJURIES AND COLD EXPOSURE

Bjorn Hellstrom In AGARD The Physiol. of Cold Weather Survival Jun. 1974 p 59-67 refs (For availability sen N74-33534 23-04)

The connection between cold exposure and traumatic vasopastic desease is studied on forest workers who experience vasodilation of the fingers even in a very cold climate environment. Experimental results indicate that these workers achieve an addimatization to cold manifesting itself by a lowered central temperature threshold for cutaneous vasodilation during seroise. Cold is the main trigger of vasospastic attacks.

N74-33542 Aerospaca Medical Research Labs , Wright-Patterson AFB. Oblo

COLD PHYSIOLOGIC STUDIES

James H. Veghto In AGARD The Physiol. of Cold Weather Survival Jun. 1974 p 69-76 rafs (For availability see N74-33534 23-04)

A number of research studies are discussed in which human physiological responses to cold have been monitored in evaluation of insulating clothing and protective sheltering. Cold, as a stressor, can be overcome if aircrew members are educated that there is usually sufficient time in a survival situation to meet any cold stress. The importance of extremity protection, danger of GO2 or GO poisoning in snew shelters, and loss of insulation because of moisture accumulation are paramount.

Author

N74-33643 Royal Naval Air Medical School, Hillhead (England).

F. St. C. Golden In AGARD. The Physiol. of Cold Weather Survival Jun. 1974 p.77-90 reft (For availability see N74-33534 23-04)

Human thermoregulation in water, and the factors affecting survival times of the immersed victim are discussed in broad detail. The physiological changes encountered in hypothermia are outlined and the associated signs and symptoms discussed Some general advice on treatment is proposed, both from the first aid and curative stendpoint.

Author

N74-33644 Royal Naval Ali Gracian Carol, Hillhead (England), AIRCREW SURVIVAL TRA (교육교육 대한 학교를 UNITED KINGDOM AND NORTHERN NORWAY

W. J. Blake In AGARD. The Physiol, of Cold Weather Survival Jun. 1974 p 91-93 (For availability see N74-33534 23-04)

Details of the basic survival training given to Royal Naval Aircrew in the United Kingdom are reported The further training given in northern Norway is also covered.

Author

N74-33646 Royal Norwegian Air Force, Oslo. SNOW AVALANCHES

R. A. Grimsrud In AGARD. The Physiol, of Cold Weather Survival Jun. 1974 p 95-96 (For availability see N74-33534 23-04).

Causes and effects of snow slides are described and human survival measures in an avalanche situation are outlined. G.G.

N75-32047# Advisory Group for Aerospace Research and Development, Paris (France).

A SURVEY OF MODERN AIR TRAFFIC CONTROL,

Andre Benoit, ed. Jul. 1975 400 p. refs. 2 Vol.

(AGARD-AG-209-Voi-1; AGARDograph-209-Voi-1) Avail: NTIS HC \$10.25

Papers presented at the symposium are reported. Topics discussed include: general organization of ATC, human factors in ATC, and automation of control procedures. For individual titles, see N78-32048 through N75-32065.

N75-32048 Royal Redar Establishment, Malvern (England), PRINCIPLES OF AIR TRAFFIC CONTROL

5. Ratcilife In AGARD A Survey of Modern Air Traffic Control, Vol. 1 Jul. 1975 p 5-20 refs (For availability see N75-32047 23-04)

Air traffic control techniques are discussed along with the principles of traffic flow. Other topics discussed include: flight operations, terminal control, and organizational problems in an ATC sector.

N78-32049 Messerschmitt-Boelkow-Blohm G.m.b.H., Ottobrunn (West Germany).
ATC CONCEPTS

Horst A. Neumann In AGAHD A Survey of Modern Air Traffic Control, Vol. 1 Jul. 1975 p 23-28 refs (For availability see N75-32047 23-04)

Ground based ATC procedures are discussed in terms of manual, electronic and structural air traffic control. F.O.S.

N75-32050 Messerschmitt-Boelkow-Biohm G.m.b.H., Ottobrunn (West Germany).

PRINCIPAL ATC COMPONENTS

Hens-George Friedrich In AGARD A Survey of Modern Air Traffic Control, Vol. 1 Jul. 1975 p 31-40 refs (For svallability see N75-32047 23-04)

Functional descriptions are presented of ATC components. The systems described include navigation, surveillance, communications, and control centers. Author

N75-32051 Royal Air Force Inst. of Aviation Medicine, Farnborough (England).

THE CONTROLLER VERSUS AUTOMATION

V David Hopkin In AGARD A Survey of Modern Air Traffic Control, Vol. 1 Jul. 1975 p 45-60 refs (For availability see N75-32047 23-04)

The relation of the controller to automation in air traffic

control is discussed in terms of human factors engineering. Concepts discussed include: task changes and automatism, workload, quality of navigation sid, training, potentially incompatible sims, effects of automation on task design, and automation and communication.

N75-32052 Messerschmitt-Bosikow-Blohm G.m.b.H., Munich

THE FUTURE POSITION OF THE CONTROLLER

Klaus Brauser and Ruediger Seifert In AGARD A Survey of Modern Air Traffic Control, Vol 1 Jul 1975 p 63-74 refs (For availability see N75-32047 23-04)

The problem of automation of ATC systems was shown to be a very complex task, concerning three different control loops with different control loops were defined as executive (rader) control with the tasks of teolical intervention; planning control, with the tasks of procedural planning; and flow control. It was found that the human responsibility for air traffic safety cannot be delegated, but that there are many human activities which can be defined as black box actions performed more efficiently by computers. The resulting system is characterized as a highly effective human control system with an optimun amount of automatic devices to perform routine tasks as well as an effective decision aid with good on-line characteristics.

Author

N75-32053 Royal Air Force Inst. of Aviation Medicine, Farnborough (England).

THE PSYCHOLOGIST'S VIEW

V. David Hopkin In AGARD A Survey of Modern Air Traffic Control, Vol. 1 Jul. 1975 p 77-102 refs (For availability see N75-32047 23-04)

The role of human factors in air traffic control depends on the stage at which it is first applied. The psychologist's contribution is most effective early in the system evolution, when he can forestell problems as well as cure them. In studying air traffic control systems, ideally the psychologist uses system and job analysis, which he can both conduct and interpret. Aspects of the man-machine interface, such as displays, controls and communications, sie optimized in relation to the efficiency and well-being of the men. His knowledge of differences between men is applied to recruitment, selection, training and screening. The effects of againg and of experience are predicted from known progressive changes within each individual. Knowledge of the capabilities and tolerances of the man is used to solve problems of work-rest cycles, stress and workload. To solve these problems, the psychologist uses orthodox methods and specially devised techniques for assessing and measuring the man at work.

Author

N75-32054 Eurocontrol Agency, Brussels (Beigium),
MEDICAL PROBLEMS RELATING TO AIR TRAFFIC
CONTROL PERSONNEL

E. Eyrard In AGARD A Survey of Modern Air Traffic Control, Vol. 1 Jul. 1975 p 105-124 refs (For availability see N75-32047 23-04)

The protection of air traffic control personnel was studied. The following points were examined: (1) working conditions in the air traffic control services, flight information services and alerting services; (2) psychophysiological factors determining the efficiency of air traffic control systems; (3) occupational pathology of air traffic controllers, covering the problem of the danger of emission of X-rays by the cathods-ray tubes in the display screens, visual pathology, auditory pathology, and pathology caused by nervous tension; and (4) protection of air traffic control personnel.

N75-32088 International Federation of Air Traffic Controllers Associations, Brussels (Belgium).

THE INTERNATIONAL FEDERATION OF AIR TRAFFIC CONTROLLERS ASSOCIATIONS (IPATCA)

T. H. Harrison In AGARD A Survey of Modern Air Traffic Control, Vol. 1 Jul. 1975 p 127-134 (For availability see N75-32047 23-04)

The IFATCA history is presented. The aims of the federation are discussed along with the annual conferences, and standing committees. F.O.S. N75-32056 Royal Rader Establishment, Malvern (England). PRINCIPLES OF AUTOMATION IN AIR TRAFFIC CON-TROL

S. Ratoliffe In AGARD A Survey of Modern Air Traffic Control, Vol. 1 Jul. 1975 p 141-156 refs (For evallability see N75-32047 23-04)

The automation of ATC by reducing the data for processing by digital computer techniques was studied. Hardware and software reliability are discussed along with men and machines in ATC. Data sources for automated systems, and the use of computers in decision making are also discussed.

N75-32057 Messerschmitt-Boeikow-Blohm G.m.b.H., Ottobrunn

DATA PROCESSING FOR ATC

Horst A. Neumann /n AGARD A Survey of Modern Air Traffic Control, Vol. 1 Jul. 1975 p 159-172 refs (For availability see N75-32047 23-04)

There are two main objectives of data processing for air traffic control: first, support of tectical control by the provision of a sophisticated display of the air traffic situation and by the application of procedures of resi-time conflict detection and solution; second, avoidance of air traffic congestion as well as reduction and balancing of the load of both the planning and the executive controller by automatic filtering of conflicts and by hierarchical structuring of planning and control functions. Features and criteria of functions termed flow planning, flow control and flight progress planning and control to achieve the second objective with the application of electronic data processing are considered.

N75-32058 Sperry Rand Corp., St. Paul, Minn. Univec Defense Systems Div

AUTOMATION IN AIR TRAFFIC CONTROL SYSTEMS Adi J. Khambata In AGARD A Survey of Modern Air Traffic

Control, Vol. 1 Jul. 1975 p 175-198 refs (For availability see N75-32047 23-04)

Controlling the ever-increasing number of sircraft movements In an orderly and safe manner in the nation's airspace is becoming a problem. The historical evolution is traced of Air Traffic Control (ATC) since before World War II. It also discusses the current ATC problems. The National Airspace System (NAS) design concept is presented, and the progress made in implementing it in the enroute area is described. The progress of automation in the terminal areas Include systems such as the unique Common IFR Room at New York, one of the world's most congested metropolitan terminal areas, and the recently installed ARTS III System at O'Here Field in Chicago, which is considered the world's businest air terminal. Several other areas of automation, such as collision avoidance, which impact the ATC system, are also discussed.

N75-32089 Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

CONFLICT AND COLLISION AVOIDANCE SYSTEMS
Roland Moreau In AGARD A Survey of Modern Air Traffic Control. Vol. 1 Jul 1975 p 203-238 refs (For evailability see N75-32047 23-04)

Greater flight safety dispite the growth in traffic by improved air traffic control was investigated. The means of ensuring greater safety for successive phases of a flight from takeoff to landing. errborne collision avoidance systems (CAS), and ATC/CAS compatibility are discussed.

N75-32060 Mitra Corp., McLean, Va. CONFLICT ALERT AND INTERMITTENT POSITIVE CON-

Lawrence G. Culhane and Barry M. Horowitz In AGARD Survey of Modern Air Traffic Control, Vol. 1 Jul. 1975 p 241-256 refs (For availability see N75-32047 23-04)

Analytical, simulation and experimental results are presented which were obtained in the process of designing and progressing toward the implementation of ground-based collision avoidance systems for air traffic control. Selective subsystem performance criteria established as part of the design process are also presented. Different, but compatible system concepts are discussed. For situations involving IFR aircraft, a conflict alert capability will provide the controller with a displayed alert of impending situations of separation being less than minimums. An Intermittent Positive Control (IPC) function, utilizing data link and improved surveillance. provides an automated collision avoidance capability for VFR/VFB and VFR/IFR alteraft pairs, and provides an independent backup to the ATC system for IFR aircraft pairs. In addition, IPC includes pilot warning indications (PWI) for informing pilots of the location of proximate aircraft

N75-32061 Federal Aviation Administration, Washington, D.C. AIR TRAFFIC FLOW CONTROL

Michael E. Perie, Juan F. Bellantoni, and Ian G Wolf in AGARD A Survey of Modern Air Traffic Control, Vol. 1 Jul. 1975 p 261-278 refs (For availability see N75-32047 23-04)

The major operational problems in controlling the general flow of the nation's air traffic from a central facility are described. and some of the approaches that may be taken to help automate their solutions are outlined. The discussions are based on operational experience at the FAA's Air Traffic Control Systems Command Center and on the present prototype computer programs, developed by the Transportation Systems Center, that provide data processing support to the controllers at that facility. The operational problems, giving the history, present procedural techniques and constraints, data sources, and control strategies available are described. Some of the pitfalls in solving the operational problem. Various approaches to automating flow control such as quantifying the objectives and developing algorithms to assist the controllers are discussed

N78-32062 Stanford Research Inst., Menlo Park, Calif. LOCAL AND REGIONAL FLOW METERING AND CON-TROL

Robert S. Ratner, David K. Schmidt (Purdue Univ.), and Peter J. Wong In AGARD A Survey of Modern Air Traffic Control, Vol. 1 Jul. 1975 p 281-294 refs [For availability see N75-32047

23.04)
The safety and efficiency requirements for improving air traffic control were studied. Current sequencing and specing operations in terminal areas are described along with local flow operations.

N75-32063 Massachusetts Inst. of Tech., Cambridge. Electronic **Systems** Lab

APPLICATION OF MODERN CONTROL THEORY TO SCHEDUUNG AND PATH-STRETCHING MANEUVERS OF AIRCRAFT IN THE NEAR TERMINAL AREA

Michael Athans In AGARD A Survey of Modern Air Traffic Control, Vol. 1 Jul. 1978 p 297-322 refs (For availability see N75-32047 23-04)

A design concept is presented for the dynamic control o aircraft in the near terminal area. An arbitrary set of nominal air routes, with possible multiple merging points, all leading to a single runway is considered. The system allows for the automated determination of acceleration/deceleration of aircraft along the numinal air routes, as well as for the automated determination of path-stretching delay maneuvers. In addition to normal operating conditions the system accompdates variable commanded separations over the outer marker (to allow for takeoffs between successive landings); and emergency conditions (in the sense that an aircraft is given partial or complete priority for landing). The system design is based upon the combination of three distinct optimal control problems: (1) a standard linear-quadratic problem. (2) a parameter optimization problem, and (3) a minimum-time rendezvous problem. Simulation results involving twelve sircraft under both normal and emergency conditions are presented.

N75-32084 Eurocontrol Agency, Brussels (Belgium).
AIRCRAFT TRAJECTORY PREDICTION DATA FOR ATC

Andre Benoît and Elleen Evers (SCICON, Ltd., London) /// AGARD A Survey of Modern Air Treffic Control, Vol. 1 Jul. p 327-367 refs (For evailability see N75-32047 23-04)

A method is presented for assembling the aircraft trajectory data in a compact form which indicates the quality of the aircraft characteristic data produced. The main aspects are outlined of an EROCOA aircraft performance handbook which is being prepared. The method covers all phases of the flight with the exception of the takeoff and initial acceleration, final deceleration and landing. Climb, acceleration and deceleration at cruising level. cruise and descent are considered equally and data are assembled in order to compute the trajectory components during any of these phases. The data produced cover a floet of over one hundred aircraft versions including sixty different sircraft types, namely most of the current commercial aircraft operating in Western Europe and manufactured in Europe of North America and a sample of aircraft specifically designed for military purposes

Author

N75-32055 Mitre Corp., Malean, Va. NAVIGATION PERFORMANCE REQUIREMENTS FOR REDUCING ROUTE CENTERLINE SPACING

Ronald Braff In AGARD A Survey of Modern Air Traffic Control. Vol. 1 Jul. 1975 p 373-389 refs (For availability see N75-32047 23-04)

Several different studies have looked into the question of what can be done in the ATC system to enable the current route centerline spacing standard to be safely reduced. These studies include that of Boeing, The Royal Aircraft Establishment (RAE), Autonatics and MITRE. These four approaches to the problem of reducing route centerline spacing are summerized. Author and the results derived from each are compared.

N78-32066# Advisory Group for Aerospace Research and Development, Peris (France).

SURVEY OF MODERN AIR TRAFFIC CONTROL VOLUME 2

Andre Benoit, ed. Jul. 1975 336 p refs 2 Vol.

(AGARD-AG-209-Vol-2; AGARDograph-209-Vol-2) Aveil: NTIS

Technical aids to air traffic control and operational air traffic control systems are discussed. Other topics discussed include principles of radiologation, distance measuring methods, inertial navigation, landing guidance systems, digital radar data processing, computer use in air traffic control, satellite as an sid, TACAN, and omnidirectional radio beacons. For individual titles, see N75-32087 through N75-32082.

N75-32067 Standard Electrik Lorenz A.G., Stuttgart (West

PRINCIPLES OF RADIOLOCATION

h

W. Crone and G. Pauker In AGARD A Survey of Modern Air Traffic Control, Vol. 2 Jul. 1975 p 397-405 rafs (For availability see N75-32058 23-04)

The basic principles of radio location are reviewed from the physical point of view; these include travel time, propagation time difference, phase difference, and amplitude. Properties of electromagnetic waves are summarized, and methods for error reduction are described with reference to errors generated by multipath propagation and reflection by obstacles.

N75-32068 Standard Electrik Lorenz A.G., Stuttgart (West

LONG DISTANCE AIDS (OMEGA, LORAM)
Walter Stanner In AGARD A Survey of Modern Air Traffic
Control, Vol. 2 Jul. 1975 p 411-422 refs (For availability see N76-32066 23-04)

The ground-based long distance aids Omegs and LORAN provide the user with position data by using the hyperbolic principle. Characteristics and equipment for the Omega, LORAN-A and LORAN-C systems are discussed.

N75-32069 Standard Electrik Lorenz A.G., Stuttgart (West

MEDIUM DISTANCE AIDS (VHF OMNIDIRECTIONAL RADIO BEACONS)

Guenter Hoelgen In AGARD A Survey of Modern Air Traffic Control, Vol. 2 Jul. 1975 p 425-433 refs (For availability see N75-32066 23-04)

VHF omnidirectional radio range (VOR) is a radio aid for aircraft guidance; it is an omnidirectional radio beacor, providing the angle between aircraft and North, seen from the ground station. The VOR ground station radiates an azimuth-dependent signal which is analyzed as the bearing information by the shroat receiver. The pilot guides the shroraft along the course selected with the sid of constant szimuth indication. The range is of the order of 100 to 150 nm.

N75-32070 Standard Electrik Lorenz A.G., Stuttgart (West

DISTANCE MEASURING METHODS

Manfred Boehm /ri AGARD A Survey of Modern Air Traffic Control, Vol. 2 Jul. 1975 p 437-446 (For availability see N75-32066 23-04)

The distance-measuring methods employing electromagnetic waves make use of the velocity of light; the path covered by a light or radio signal can be determined, if the transit time is known, from a formula. Round-trip and one-way distance measuring systems are described; the round-trip systems operate with responding transmitters (or with passive reflectors as in the case of radar or radio eltimeters), and the responding transmitter will retransmit the received signal with an exactly defined delay. In the name of one-way distance-measuring systems, identical and extremely accurate time standards are used in both the transmitter and the receiver locations. Airborne and ground station equipment is discussed.

N75-32071 Standard Electrik Lorenz A.G., Stuttgert (West (termeny) TACAN

M Boehm in AGARD A Survey of Modern Air Truffic Control, Vol. 2 Jul. 1975 p 449-455 refs (For availability see N75-32066 23.04)

Tactical air navigation (TACAN), a radio position-fixing method for military short and medium range aviation, is described. Each ground station currently provides azimuth or 'theta' values to any number of aircraft and distance or 'rho' values to maximum 120 gircraft at the same time. Both types of values are either directly displayed or are inputs for a navigation computer. Operational principles, airborne equipment, and TACAN ground stations are described in cetail.

N75-32072 Ferrenti, Ltd., Edinburgh (Scotland). Inertial Systems

INERTIAL NAVIGATION AND AIR TRAFFIC CONTROL

W. H. McKinley /n AGARD A Survey of Modern Air Traffic Control, Vol. 2 Jul. 1975 p 461-488 rofs (For evaluability see N75-32066 23-04)

The history of the development of navigation within air traffic control systems is traced briefly, and the requirements for effective navigation and flight path control are discussed. They are related to the adoption of inertial navigation and to the possible future extention of its use. Typical airborne system configurations are described together with the facilities provided by them. Reference is made to systems for both civil and military aircraft. The principles of inertial nevigation are described with a review of the standards of accuracy and reliability being achieved, and the technology

N75-32073 Advisory Group for Aerospace Research and Development, Paris (France).

LANDING GUIDANCE SYSTEMS
Frank B. Brady In Its A Servey of Modern Air Traffic Control. Vol. 2 Jul. 1975 p 495-557 refs (For availability see N75-32066 23-04)

The evolution of aircraft landing guidance technology is reviewed, from rudimentary nundirectional beauons and markers in the 1920's through the development and installation of the current standard instrument landing system (ILS) and the microwave lending systems (MLS) proposed for future world standardization. The major milestones in landing guidance system development are depicted. Design considerations for MLS are

N75-32074 Mitre Corp., Atlantic City, N.J. DIGITAL RADAR DATA PROCESSING FOR ENROUTE AIR TRAFFIC CONTROL

John A. Varela In AGARD A Survey of Modern Air Traffic Control, Vol. 2 Jul. 1975 p 563-571 refa (For availability see N75-32066 23-04)

Digital radar data processing (RDP) in operation in Iwenty air route traffic control centers (ARTCCs) in the contiguous states are discussed. The system was extensively tested, its performance measured, and standards established for system performance. The functions of primary and secondary surveillance rader target detection, and the processing of target data in the pantral computer at the ARTCC are described. The latter includes filtering the data, conversion to common appreliates, correlation with automatic tracks, track amouthing and prediction in several modes. and measurement of data quality in real time. Data on measured system performance are given, and a short description of current efforts to improve system performance is included. Author

N75-32075 Eurocontrol Agency, Brussels (Belgium).
DISPLAY TECHNIQUES FOR AIR TRAFFIC CONTROL

Richard Jenyns In AGARD A Survey of Modern Air Traffic Control, Vol. 2 Jul. 1975 p 577-604 refs (For availability see N75-32068 23-04)

The cathode ray tube is discussed which fulfills requirements for dynamic data displays in air treffic control systems. The basic principles of the cathode ray tube are described together with some recent developments which help to keep it in the forefront of display technology. Advanced techniques which emerged

from research and development laboratories offer advantages not found with the cathode ray tube. The most pramising of these techniques, which may find applications in air traffic control eystems, are discussed together with their characteristics and relative merits.

N75-32076 Eurocontrol Agency, Brussels (Belgium). USE OF COMPUTER IN AIR TRAFFIC CONTROL 8. Kirstetter, G. Maignan, and V. Vachiery In AGARD A Survey of Modern Air Traffic Control, Vol. 2 Jul. 1975 p 609-636 refs (For availability see N75-32066 23-04)

The characteristics and applications of computers in air traffic control, are discussed, main'y based on experience in the upper airspace. After a short summary of the different applications, the general characteristics of hardware and software architecture scussed. This includes a description of multiprocessor and

multicomputer systems with their specific ATC oriented peripherals, resi-time operating systems, programming techniques, data base, and reliability aspects and the associated problems of recovery management. The principles of data transmission in air traffic control systems are included. Radar data processing deals mainly with mono- and multi-radar tracking aspects. A summary of the different functions is given which can presently be provided by a flight data processing system.

N75-32077 Messerschmitt-Boelkow-Blohm G.m.b.H., Ottobrunn (West Germany)

GENERAL ASPECTS OF DATA FLOW

Horet A. Neumann In AGARD A Survey of Modern Air Traffic Control, Vol. 2 Jul. 1975 p 639-645 rafs (For availability see N75-32066 23-04)

Regarding complex systems such as air traffic control, date acquisition and data processing are performed through cooperation of man with machine, indispensable dialog usually is accomplished by nutput of machine's results via teletypes, lineprinters, piotters, or luminous data displays and by input of man's acquired data, results, and decisions via functional keys, keyboards, and touch displays. A block diagram of data flow in air traffic control is presented. Manual data input is combined with data acquisition; data output is differentiated with respect to the receiver (pilot and controller). The diagram, as seen from a general point of view, represents implicitly all possible concepts of air traffic control executed on-ground, including even the concept of manual control, which leaves time-consuming tasks of data acquisition and preprocessing as well as all grupial tasks of intrinsic data processing to controllers.

N75-32078 Messerschmitt-Boeikow-Blohm G.m.b.H., Ottobrunn (West Germany

SOME TRENDS IN HARDWARE CONCEPTS FOR ATC COMPUTER

Wolfgang Nittner In AGARD A Survey of Modern Air Traffic Control, Vol. 2 Jul. 1975 p 649-656 refs (For availability see N75-32066 23-04)

Four main requirements are discussed for hardwarestructures resulting from applications such as radar data tracking, conflict detection and resolution, long-term flight plan coordination and flow control, flight progress adjustment, recording, and statistics application programs: reliability and safety, storage capacity and processing power, time behavior, and hardware-software-integration and software related features. Technologies and important features of computer structures are outlined.

Author

The control of the co

N75-32079 Federal Aviation Administration, Washington, D.C. Aeronautical Satellite Div.

THE SATELLITE AS AN AID TO AIR TRAFFIC CONTROL Keith D. McDonald In AGARD A Survey of Modern Air Traffic Control, Vol. 2 Jul. 1975 p 661-697 refs (For evailability see N75-32066 23-04)

The capabilities and potential are discussed of satellitebased systems for navigation and air traffic control (ATC). The utility of satellite systems was extended from communications. surface navigation, and geodetic applications into air and space, and to other functional areas such as position surveillance for air traffic control, precise time and time transfer, international maritime and aeronautical position location and reporting services. and collision avoidance. A summary is presented of the basic principles upon which the satellite systems operate, along with an indication of their advantages and potential, a brief review

of the historical developments, and a description of the system concepts and characteristics of selected satellite-based ATC **systems**

N75-32080 Eurocontrol Agency, Brussels (Belgium). EUROCONTROL DATA PROCESSING SYSTEMS B Kirstetter, G. Maignan, and V Vachiery In AGARD A Survey of Modern Air Treffic Control. Vol. 2 Jul. 1975 p 703-724 (For availability see N75-32068 23-04)

The air traffic control data processing systems MADAP and KARLDAP, are designed for combined flight data and radar data processing. A description is given of the functions and hardware and software structure of the systems with special consideration

to religibility, programming, and implementation aspects. The radar data processing system SHANDAP is also described. Author

N78-32081 Rijksluchtvoartdienst, The Hagus (Netherlands), THE NETHERLANDS ATC AUTOMATION PROGRAM J. S. Smit In AGARD A Survey of Modern Air Traffic Control, Vol. 2 Jul. 1975 p 727-734 (For availability see N75-32066 23-04)

A historical summary is presented of air traffic control radar data processing systems in use in the Netherlands. Operational characteristics and specifications are included. M.J.B.

N75-32082 Mitre Corp., McLean, Va. OVERVIEW OF US AIR TRAFFIC CONTROL SYSTEM Howard J. Kirshner In AGARD A Survey of Modern Air Traffic Control, Vol. 2 Jul. 1975 p 737-744 refs (For availability see N75-32056 23-04

A brief overview is presented of the technical features of the systems used in U.S. air traffic control centers. Emphasis is placed on the recently modernized en route and terminal control

N76-23191∦ Advisory Group for Aerospace Research and Development, Paris (France).

PLANS AND DEVELOPMENTS FOR AIR TRAFFIC SYS-2 MAT

A. Benott, ed. and D. R. Israel, ed. Feb. 1976 562 p. refs. Conf. held at Cambridge, Mans. 20-23 May 1975 (AGARD-CP-188) Avail: NTIS HC \$13.50

Technological forecasting and automation of air traffic control systems are described. For individual titles, see N76-23192 through N76-23229.

N76-23192 Royal Aircraft Establishment, Bedford (England) STUDIES OF AUTOMATIC NAVIGATION SYSTEMS TO IMPROVE UTILIZATION OF CONTROLLED AIRSPACE K. Watiling and R. C. Rawlings. In AGARD. Plans and Develop for Air Traffic Systems Feb. 1978 15 p refs (For availability see N76-23191 14-04)

It is shown that the use of improved ravigation in controlled sirspace in the future could produce useful savings in time and money within a short time. This conclusion is based on the optimum use of VOR/DME and will rely, from the start, on allowing reduced lateral and longitudinal separations by the provision of accurate statistically predictable performances. Curtain en-route applications are possible which provide the means of assessing, at an early stage, the effectiveness of the improved systems and which provide the means of assessing, at an early stage, the effectiveness of the improved systems and which allow the development of more ambitious systems for the bury TMAs. in the future.

N78-23193 Ecole Nationale Superjeure de l'Aeronautique, Toulouse (France)

FOUR-D NAVIGATION IN TERMINAL ZONES: AN AUTOMATIC CONTROL PROBLEM

Marc J. Pelegrin In AGARD Plans and Develop, for Air Traffic Systems Feb. 1976 25 p refs in ENGLISH and FRENCH (For availability see N76-23191 14-04)

It is shown that, if a velocity profile is imposed upon the plane and controlled along a selected approach path, it is possible to limit the deviation from the computed arrival time of the plane at the ILS entry gate. Two simulation programs, a fast time one and one in real time, determine and control the optimum 4-D trajectory. The first results show that the accuracy of the simulation need not be very great; thus, the extra computing ground capacity is fairly limited. It can also be shown that an accurate descent trajectory is no problem for an aircraft equipped with an automatic throttle command. Moreover, a head-up display

that gives the optimum glide slope angle allows a very accurate control of the plane along its longitudinal exis. Author

N76-23194 Bosing Commercial Airplane Co., Seattle, Wash, STRATEGIC CONTROL OF TERMINAL AREA TRAFFIC Raiph L. Erwin, Jr. In AGARD Plans and Develop, for Air Traffic Systems Feb. 1976 13 p. refs (For availability see N76-23191 14-04)

An advanced method of controlling air traffic in high density terminal areas is reported. In this concept the air traffic control system defines four dimensional tracks for all arrivals that will derandomize and space the traffic for landing on the runway. The aircraft use four dimensional navigation and guidance aquipment to fly the assigned paths. The adventages that result from a strategic control system using airborne four dimensional navigation and guidance equipment are presented; the resulting benefits of increased capacity and reduced fuel consumption are discussed. The logic used by the air traffic control authority to strategically control arrivals is described. This logic determines the sequence for handling the aircraft, establishes the time schedule for use of the runway by each flight, and calculates the four dimensional path to be assigned to each sircraft. recognizing the seroperformance capabilities of the individual flight. The performance of the algorithm is demonstrated by the results of a fast time simulation of etrategic control as applied to arriving traffic for Los Angeles International (LAX) Airport.

Autho

N76-23195 Messerschmitt-Boelkow-Blohm G.m.b.H., Ottobrunn (West Germany).

ATC CONCÉPTS WITH EXTENSIVE UTILIZATION OF AUTOMATIC DATA PROCESSING

Horst Newmann In AGARD Plans and Develop, for Air Traffic Systems Feb. 1976 S.p. (For availability see N76-23191 14-04)

Alternative concepts of electronic data processing supported ATC are outlined and technical and procedural problems are specified in each case. Emphasis is on conceivable planning functions and logical relations with air traffic control functional leading to semi-automatic air traffic control. There are two main effects of such an ATC concept utilizing sutomatic data processing extensively: (1) expedition of the air traffic flow and reduction of the load of both the planning and the radar controller, because automatic filtering of confilets will be achieved; and (2) optimum balancing of the load, because automatic allocation of flights to controllers will permit more dontinuous control and guidance with joint control sectors.

N76-23196 Aeronautical Systems Div., Wright-Patterson AFB, Ohin

OMEGA: A SYSTEM WHOSE TIME HAS COME

John F. Beran and John E. Bortz, Sr. (Analytic Sciences Corp., Reading, Mass.) In AGARD. Plans and Develop, for Air Traffic Systems. Feb. 1976. 10 p. rofs (For availability see N76-23191.14-04).

The United States Air Force program to equip approximately 700 airlift aircraft with Omega navigation equipment is described. The program structure emphasizes obtaining low cost automatic equipment satisfying onroute air navigation performance requirements. Required equipment obstated sits are identified and the structure of the equipment acquisition program is outlined. Several important Omega technology issues are discussed from a user's perspective. The paper concludes with a summery of the results of an Air Force flight test program designed to evaluate the important technology options now svaliable in Omega navigation equipment.

N76-23197 Plessey Rader Ltd. Havant (England). A SURVEY OF PRIMARY RADARS FOR AIR TRAFFIC SYSTEMS

K. Milne In AGARD Plans and Develop, for Air Traffic Systems Feb. 1978 10 p. refs (For availability see N76-23191 14-04)

Application areas for primary radars in air traffic systems are reviewed. Problems facing the designers of such radars are outlined. Minimization of ground clutter, precipitation clutter and angle schoes figure high on the list of desiderats, combined with the needs for adequate data rate and high equipment reliability. Approaches to the solutions of these problems are surveyed and examples given of current practice. Future trends in primary radars are discussed in the light of recent advances in sutomation and in signal processing techniques. Improvements in the immediate future are likely to be evolutionary in nature, similar at making the performance of today's radars compatible with more automated control systems.

N76-23198 Federal Aviation Agency, Washington, D.C. Systems Research and Development Service.
ATCRES IMPROVEMENT PROGRAM

Martin Natchipolsky In AGARD Plans and Develop for Air Traffic Systems Feb. 1976 10 p (For availability see N76-23191 14-04) (ARD-241)

The Air Traffic Control Radar Beacon System (ATCRBS) experiences a number of problems such as false, broken, fading, missed and garbled targets. Although many factors contribute to the degradation of ATCRBS performance, most problems can be attributed to poor interrogator/receiver antennas, the difficulty of interrogator management, inadequate reply target detection and processing criteria or airborne transponder performance. A major development effort has been directed at improved interrogator antenna designs because the present FAA ATCRBS antenna is responsible for many of the system problems. Planned development efforts for improved ATCRBS reply processing and target detection are based on utilization of the improved antenna performance and sum difference pattern capability for monopulse processing.

N78-23199 Royal Radar Establishment, Malvern (England). ADSEL/DASS: A SELECTIVE ADDRESS SECONDARY SURVEILLANCE RADAR

SURVEILLANCE RADAR

R. C. Bowes, P. R. Droullhet (Lincoln Lab., MiT, Lexington), H.

G. Weiss (Lincoln Lab., MiT, Lexington), and M. C. Stevens
(Cossor Electronics Ltd., Harlow, Engl.) In AGARD Plans and
Develop. for Air Traffic Systems Feb. 1976 13 p. refs. Sponsored
in part by FAA (For availability see N75-23191 14-04)

ADSEL/DABS (Address Selection/Discrete Address Bescon

ADSEL/DABS (Address Selection/Discrete Address Beacon System) is a selectively addressed secondary radar system which is an extension of present day ATCRBS/SSR. The system provides the usual surveillance data, identity, height and position and in addition a data link communication facility is available on both the ground to air and air to ground channels. The system is entirely compatible with present day ATCRBS/SSR and introduction can take place over an extended period. A modified transponder is required in the aircraft which operates on both normal ATCRBS/SSR and ADSEL/DABS. The new ground stations can provide surveillance of aircraft fitted with existing ATCRBS/SSR transponders as well as handling those with selective address transponders on board. An overall description of the system is given together with details of the message formats and modulation techniques adopted.

Author

N76-23200 Elettronica S.R.L., Rome (Italy).

LEA MICROWAVE APPROACH AND LANDING SYSTEM Roberto Nicoli In AGARD Plans and Develop, for Air Traffic Systems Feb. 1976 5 p (For availability see N75-23191 14-04)

The system operates in time sharing for terminal area navigation and landing or runway taxiing side. In addition to the over 100 aircrafts that the system is capable of assisting in the landing phase, it can provide TMA navigation aid to several hundreds aircrafts inside a 30 n.m. radius area. The system utilizes a simple airborne equipment, while the ground equipment can be implemented at various degrees of sophistication, according to the airport size and traffic. Aircraft position data and identification are simultaneously available enboard and on the ground so that TMA and ATC are simplified. On the ground, ATC personnel have available data of all alteraft in TMA, landing or taxing in the runways, complete with the sircraft indentification codes. The pilot has evailable onboard-- on standard cockpit instruments-the accurate position data of the aircraft in relation to the airport for TMA and to runway for landing. The ATC operator who monitors the aircraft situation on a scope gives ground-to-sir instructions for TMA to the pilots and emergency communications for landing.

N76-23201 Naval Electronic Systems Command, Washington, D.C.

MATCALS: EXPANSION OF CAPACITY FOR EXPEDITIONARY AIRFIELDS
Richard R. Wilz (Marine Corps., Washington, D. C.) In AGARD

Plans and Develop, for Air Traffic Systems Feb. 1978 18 p (For availability see N76-23191 14-04)

The Marine Air Traffic Control and Landing System (MATCALS) is being implemented to upgrade and automate the ATC and all weather landing control capabilities of Marine Air Traffic Control Units (MATCU). The overall role of Marine Corps

aviation is reviewed, and the crucial role and operational functions of the MATCU as a supporting element are described. An overview is presented of the MATCALS implementation program, the system as a whole, and the advanced capabilities which MATCALS will provide. Specific functional capabilities for air traffic management and control are indicated, and the technical approach toward implementing these functions is described. The MATCALS lending control capabilities and functions are then described, with emphasis on the operational advantages realized with an automated ground derived system. Finally, the impact of MATCALS on overall Marine aviation effectiveness is summarized. This summary emphasizes the quantitative factors by which MATCALS will increase the maximum rate of air firepower delivery through increased traffic handling capacity at expeditionary artifulds.

N76-23202 Mitre Corp., MoLean, Va.
ADVANCED ATC AUTOMATION: THE ROLE OF THE
HUMAN IN A FULLY AUTOMATED SYSTEM
Righerd A, Rucker /// AGARD Plens and Develop, for Air

Traffic Systems Feb. 1976 10 p refs (For availability see

N76-23191 14-04)

An overview is presented of one approach to formulating and evaluating an experimental model which automates routine an route sector traffic con rol. Basic design concepts are identified, and the automated control tasks performed by the Front Royal sector model, a digital computer simulation, are discussed. The paper then focuses on the anticipated roles and responsibilities of the journeyment air traffic controller in such an environment and how an route sector position designs may further evolve as a result. The purpose is to explore some long range implications and potentials from the perspective of the air traffic controller.

N76-23203 Royal Air Force, Farnborough (England). (nst. of Aviation Medicine.
THE PROVISION AND USE OF INFORMATION ON AIR

TRAFFIC CONTROL DISPLAYS

V David Hopkin In AGARD Plans and Davelop, for Air Traffic

Systems Feb. 1976 12 p refs (For availability see N76-23191

Several kinds of mismatch can copur at the man machine interface in air traffic control systems. One, often overlooked, concerns the provision of certain essential information in a form which is unusable. The traditional reliance on the man's strengths of adeptability and flexibility in order to match man and machine in the system is thewarted if he cannot use the information presented to him. Changes from qualitative to quantitative information, incomplete automation, and the apparent retention of decision making roles which in fact have been greatly modified, all pose problems of ensuring that the displayed information has been adapted successfully.

Author

N76-23204 Stanford Research Inst., Menio Park, Calif Transportation Engineering and Control Group.

AUTOMATION OF LOCAL FLOW CONTROL AND METERING OPERATIONS IN THE ENROUTE/TRANSISTION ENVIRONMENT

Robert S. Ratner In AGARD. Plans and Develop for Air Traffic Systems. Feb. 1976. 7 p (For availability see N76-23191 14-04).

Local flow control procedures are described that are used when a sector of the enroute/transition airspace becomes saturated, in terms of the workload or control depactly of the sector control team. The procedures are generally implemented according to prespecified plans, and take the form of restrictions on the permissible in-trail inter-aircraft separation for traffic flows upstream of the impacted sector. The describility of enhancing this process of local flow control is discussed. A concept, rermed planning control, for enhancing local flow control operations through automation, is described. The concept is based on prediction of prospective traffic levels on routes and in sectors within an air route traffic control center, using the on-line traffic data base of the NAS Enroute Stage. A system Appropriate flow control restrictions, are instituted whenever control workload in a sector exceeds a standard level.

N76-23206 Royal Air Force, Farnborough (England).
Mathematics Dept.
THE OPTIMISATION OF TRAFFIC FLOW AROUND A
METWORM

V. W. Attweell. In AGARD. Plans and Develop, for Air Traffic Systems. Feb. 1976. 8 p (For availability see N78-23191 14-04)

The use of flow control is considered for air routes subject to saturation. Alterations to intended flight times at the planning stage penaltze the operator, but so do the delays from concestion which occur if such alterations are not made. Hence there is an optimum balance which can be expressed as a planning target flow rate on a given route. For a network of routes subject to constraints, similar considerations lead to an optimum planned distribution of traffic flow around the system. The assessment of this optimum can become complex and is best handled by computer optimization techniques. The use of such techniques may become inevitable when the increasing complexity of route systems and constraints makes it impracticable for the unaided human brain to approach an optimum traffic distribution. Our study is illustrated by examples of traffic conditions at the England/France boundary. Author

N76-23206 Eurocontrol Agency, Brussels (Belgium).
THE INTRODUCTION OF ACCURATE AIRCRAFT THAJECTORY PREDICTIONS IN AIR TRAFFIC CONTROL A. Benoit, J. Storey, and S. Swiersita In AGARD Plans and Develop, for Air Traffic Systems Feb. 1976 28 p refs (For availability see N78-23191 14-04)

A family of methods is proposed for predicting the trajectory of an aircraft of which a limited past history is known from rader observations at the time the prediction is produced as well as the intentions available from flight plan data. The approach is perticularly designed to accommodate climbing and descending traffic and, in consequence, the paper concentrates on the vertical component of the trajectory prediction.

Author

N78-23207 Royal Radar Establishment, Malvern (England)
INTERACTIVE CONFLICT RESOLUTION IN AIR TRAFFIC
CONTROL

R. G. Ball, R. B. Lloyd, and G. Ord. /n AGARD. Plans and Develop, for Air Traffic Systems. Feb. 1976. 14 p. refs. (For

availability see N76-23191 14-04)

Aircraft of the major operators are becoming more and more capable of flying trajectories well defined in space and time. Such trajectories offer distinct advantages to operators and could also offer advantages to controllers for planning conflict free situations in the tactical phase of control. However, in order to use them. It is necessary for controllers to be able to visualize the trajectories further into the future, and in greater detail, then they can at present. A technique is outlined for improving the controller's visualization ability by using computer assistance to provide a predictive display. The technique is capable of being extended to help the controller with conflict detection and resolution. An important feature of the extension is that it allows the controller to conduct a dialogue with the computer enabling him to try out various options, the outcome of each of these being displayed so that he can assess the consequences of any action. The paper clao discusses how the computer can assist with monitoring that aircraft remain on trajectories which are conflict free. Author

N76-23205 Federal Aviation Agency, Washington, D.C. INTERMITTENT POSITIVE CONTROL: A GROUND-BASED COLLISION AVOIDANCE SYSTEM

Michael E. Peris, B. M. Horowitz (MITRE Corp.), A. L. MoFarland (MITRE Corp.), J. U. Beusch (Lincoln Lab., MIT), and K. D. Senne (Lincoln Lab., MIT), // AGARD Plans and Develop, for Air Traffic Systems Feb. 1976 17 p. refs (For availability see N76-23191 14-04)

intermittent Positive Control (IPC) is a totally automated ground based collision avoidance system; it functions by taking positive control of Visual Flight Rules (VFR) and Instrument Flight Rules (IFR) aircraft on an as needed basis to avoid hazardous encounters. By also providing pilots with continuous information on the location of nearly siroraft, it results in safety in controlled, mixed, and uncontrolled airspace, among all users (air carrier, general aviation and military) in both IFR and VFR flight, while maintaining the freedom of action associated with VFR flight. To receive IPC service an aircraft must carry a Disprete Address Beacon System (DABS) transponder and an IPC display. The transponder, in addition to its beacon function, receives digital messages from the ground and presents them on the IPC display. The ground portion of the IPC system consists of the DABS sensor and an IPC computer.

N7A-23209 Thomson-CSF, Bagneux (France).

INTEGRATED NAVIGATION SYSTEM: MULTIPUNCTION Ljubimko Milosavic In AGARD Plans and Davelop, for Air Traffic Systems Feb. 1976 43 p in ENGLISH and FRENCH (For availability see N76-23191 14-04)

The multifunction integrated navigation system is designed In an homogeneous manner for radio navigation aid functions. it carries out navigation, surveillance with identification, anticollision, data transmission and voice communications functions. It is compatible with either direct ground to air transmission links or indirect satellite transmission links. It significantly simplifies aircraft equipment. It features modular extensible design and it is practically a non-saturable system. Two overall views of the system utilization are either with enroute T/R ground stations or using satellites to cover the enroute SDECE. Author

N76-23210 Mitre Corp., McLean, Va. Air Transportation Systems Div.

FUTURE ATC TECHNOLOGY IMPROVEMENTS AND THE IMPACT ON AIRPORT CAPACITY

Richard M. Harris In AGARD Plans and Develop, for Air Traffic Systems Feb. 1976 14 p refs (For availability see N76-23191 14-04)

(Contract DOT-FA70WA-2448)

The United States is presently in its third generation of eir traffic control systems and technology. This third generation system is the first nationwide application of modern computer based technology to the management of traffic in the national alrapace system. Twenty NAS Stage A enroute installations are now in place at the domestic air route traffic control centers. In addition, 81 automated radar terminal systems are now installed and operational in the major terminal areas. Linkages between these enroute and terminal facilities are presently being established and verified. Upon completion of the installation and testing the U.S.A. will have operational a large scale, semi-automated capability to provide highly improved ATC services for domestic medium, high altitude, and terminal airapage

R76-23211 Royal Radar Establishment, Majvern (England). GROUND PECOHDANY HADAR FOR MOVEMENT

Hugh N. Griffiths In AGARD Plans and Develop for Air Traffic Systems Feb. 1976 9 p (For availability see N76-23191 14-04)

A method of using secondary radar for ground movement identification is outlined which could have sufficient positioned accuracy to label a high definition primary radar display of sirfield ground movements. An experimental ground movement secondary rader installation at an airfield site is described and the results of trials are discussed. Methods for improving the performance of the basic system are indicated and possible future developments are suggested.

N76-23212 Transportation Systems Center, Cambridge, Mass ATCRES TRILATERATION, THE ADVANCED AIRPORT SURFACE TRAFFIC CONTROL SENSOR

J. W. Ogrady, M. J. Moroney, and R. E. Hagerott. In AGARD Plans and Develop, for Air Traffic Systems Feb. 1976 20 p refs (For availability see N76-23191 14-04)

The requirements of an advanced Airport Surface Traffic Control (ASTC) system have been developed and the technology identified for the sensor part of the system. Employing Air Traffic Control Radar Beacon System (ATCRBS) replies from aircraft transponders and trilateration receivers for accurate position location and vehicle identification, the sensor system satisfies the performance and readiness requirements of intermediate (1980) goal systems. The advanced ATCRBS trilateration sensor for ASTC has been analytically established and a brassboard system is being fabricated to provide empirical validation. Author

N76-23213 Service Technique de la Navigation Aerienne. Paris (France)

THE CORAIL SURVEILLANCE SYSTEM FOR AIRPORT RUNWAYS [SYSTEME CORAIL DE SURVEILLANCE DE PISTES D'AEROPORT]

Jean Marc Faysse and Guy Georges Plottin (Leboratoire Control de Telecommunications) /// AGARD Plans and Develop for Air Traffic Systems Feb. 1976 18 p in FRENCH and ENGLISH (For availability see N76-23191 14-04)

The prototype CORAIL radar installed on the Paris Orly sirport runway and originally intended only for automatic runway suiveillance under conditions of poor visibility has proven itself

to be a powerful facility for controlling runway and approach corridor movements in real time, making it possible to increase the frequency of sircraft landings and takeoffs, even in clear water, whilst maintaining a high level of safety.

#76-23214 Transportation Systems Center, Cambridge, Mass. PREDICTIVE TECHNIQUES FOR WAKE VORTEX AVOID-

J. N. Halfock, W. D. Wood, and E. A. Spitzer. In AGARD. Plans. and Develop for Air Traffic Systems Feb. 1976 11 p refs (For availability see N76-23191 14-04)

Aircraft wake vortices represent a major impediment to increasing runway capacity. Separation criteria are conservative most of the time and thus traffic unnecessarily delayed by always adhering to the present inflexible regulations. Systems which employ vortex tracking sensors and/or metaorological sensors to determine safe reduced spacings are being designed. Any wake vortex avoidance strategy relies upon the ability to predict vortex transport and decay. The paper discusses vortex behavior, preliminary predictive models based upon the tracking of vortices from over 24,000 landing aircraft, and systems and their implementation to provide the capability of using adaptive separations.

N76-23215 Transportation Systems Center, Cambridge, Mass. US/UK VORTEX MONITORING PROGRAM AT HEATHROW AIRPORT

J. N. Hallock and L. Goldstone (Civil Aviation Authority, London). in AGARD Plans and Develop, for Air Traffic Systems 1976 9 p (For availability see N76-23191 14-04)

Vortices shed from sircraft landing are being recorded and analyzed and their motion correlated with ambient meteorological

conditions. It is shown that if the crosswind component measured near the runway threshold exceeds five knots, vortices linger near the extended runway centerline for a time in excess of one minute for less than 0.5 percent of the landings. This small percentage is almost entirely due to vortices from the heavy wide body jets -- the B747, DC-10 and L-1011. Author

N76-23216 Linde A.G., Munich (West Germany). FOG DISPERSAL AT AIRPORTS, THE STATE OF THE ART AND FUTURE TRENDS

W. Baldus, F. V. Malewicz (DOT, Washington, D. C.), A. Pocrnja, K. Ruppert, J. F. Sower (DOT, Washington, D. C.), and H. Wenzel In AGARD Plans and Develop, for Air Traffic Systems Feb. 1976 6 p refs (For availability see N76-23191 14-04)

Cold fog is being dispersed routinely by airborne seeding with dry ice and results show a favorable benefit to cost railo. Also ground based systems of figuld propone dispensers are used operationally for cold fog dispersal. Warm fog dispersal being more difficult has become operational at two airports of Paris. Improved prospects of economic warm fog dissipation are offered by a new heat pump system with favorable thermodynamic properties which result in an essentially lowered requirement. The artificial visibility improvement by fog dispersal systems is considered a valuable aid for safe aircraft operation under all weather conditions.

N76-23217 Federal Aviation Administration, Washington, D.C. UNITED STATES PROGRAM TO ICAO FOR A NEW NON-VISUAL APPROACH AND LANDING SYSTEM

Joseph M. DelBalzo and Stanley R. Jones (Mitra Corp., McLean, In AGARD Plans and Develop, for Air Traffic Systems Feb 1976 20 p (For availability see N76-23191 14-04)

The microwave landing system is a precision approach and landing guidance system designed to meet the needs of all types of aircraft, civil and military, throughout the world through at least the balance of this century. It is an air derived data system, i.e., ground stations will generate coded signals which will enable an airborne receiver/processor unit to derive precise azimuth angle, elevation angle, and range data, which are suitable for display to the pilot or for use by an automatic flight control system. Inherent in the MLS design is the incorporation of a ground-to-air data link which will provide runway identification. condition of runway, operational status of the MLS, and weather information. An Important element in the concept is that of performance modularity wherein a range of equipment configurations, both ground based and airborne, would be responsive to the operational requirements and economic nonsiderations of each category of user. Author

N76-23218 Transportation Systems Center, Cambridge, Mass.
INSTRUMENT LANDING SYSTEM PERFORMANCE PREDICTION

Gerald Chin, Lawrence Jordan, David Kahn, and Stophen Moria In AGARD Plans and Develop for Air Traffic Systems Feb. 1976 14 p. refs (For availability see N78-23191 14-04)

A physics model based on electromagnetic scattering theory has been developed for predicting comparative instrument Lending System (ILS) localizer and glide slope antennas array performance and course structure degradation resulting from a change to an airport soviconment. The theoretical predictions of the localizer model were compared with flight test data from Syracuse-Hencock airport. The agreement was good. The glide slope model has been used to predict and compare the performance of three image type antennas: The null reference sideband reference and capture effect antennas for non flat terrain configurations. It was found that acceptable course results often could be found with only one type of glide slope antenna without performing a major terrain regrading.

N76-23219 Marconi Radar Systems Ltd., Leicester (England). Airfield Instrumentation.

MEASUREMENTS OF RUNWAY VISUAL RANGE

 A. C. Stage In AGARD Plans and Develop for Air Traffic Systems Feb. 1975 11 p. refs (For availability see N75-23191 14-04)

This review of the measurement of runway visual range returns to the basic recommendation of the international Civil Aviation Organization as the basis of a fundamental appraisal of the instrumentation and system requirements. The definition of the operational requirement contains an assessment of the instrumentation task and stresses the need for representativeness in the measurement. The processes of selecting and developing the instrumentation techniques using supporting data processing are shown to provide superior system performance. Results from evaluation trails demonstrate the superior performance of an automated runway visual range system over the observer in providing operationally useful data. In conclusion, the paper discusses future requirements and instrumentation techniques for supplementary visibility assessment.

N76-23220 Federal Aviation Administration, Washington, D.C. INDEPENDENT LANDING MONITORS/SURVEY REPORT Guide Tinsley /n AGARD Plans and Develop, for Air Traffic Systems Feb. 1976 2 p refs (For availability see N76-23181 14-04)

Continued interest over a number of years in independent landing monitor systems has resulted in proposals for widely varying techniques and devices to give the pilot a check on the primary instrument landing system and an assurance that the approach and landing is proceeding safely. An independent assessment that an approach is progressing safely have be assential for operator acceptance of approach guidance based on a single electronic signal. Current related developments are summarized to include concept, technical characteristics, and development status. For programs presently undergoing testing, a brief summary of test results is included.

N76-23221 Royal Radar Establishment, Malvern (England).
COMPUTER ASSISTED APPROACH SEQUENCING

J. M. Bonny In AGARD Plans and Develop for Air Traffic Systems Feb. 1967 7 p (For availability see N76-23191 14-04)

An experimental prototype system is described that is being developed on behalf of the civil aviation authority, to investigate the feasibility of providing computer assistance in the approach sequencing task at Heathrow sirport.

Author

N76-23222 Transportation Systems Center, Cambridge, Mass. ADVANCED AIR TRAFFIC AMANGEMENT SYSTEM STUDY

Robert H. Reck in Agard Plans and Develop, for Air Traffic Systems Feb. 1976 11 p refs (For availability see N76-23191 14./14)

Plans for the udvanced air traffic management system for the late 1980's and beyond are summarized. The plans are presented in the framework of an evolutionary system concept of traffic management building upon the upgraded third generation air traffic control system, and designed to meet the projected demands for service, safety, and flexibility in a cost effective manner. The advanced air traffic management system concept is characterized by the use of satellite to supplement ground equipment for aircraft surveillance, navigation, and communication over the United States and nearby oceanic regions; strategic

flight planning and control for flight in dense traffic regions; centralization of the control system; and a high level of automation. A program of research and development is described to provide the information needed for planning future system developments.

Author

N76-23223 Advisory Group for Aerospace Research and Development, Paris (France). FUTURE AIR TRAFFIC CONTROL SYSTEMS, A PRE-

LIMINARY STUDY In Its Plans and Develop, for Air Traffic Systems Feb. 1976

19 p (For availability see N76-23191 14-04). The results of this study particularly emphasize the vital importance both of the place of man in the system, and of the environmental factors affecting the afficiency of the air traffic controller and the pilot, especially in the context of increasing automation, it is firmly believed that future planning will not be successful unless these two user professions are closely involved in it. A predominantly directive method of air traffic control rather

traffic flow are to be preferred to the chance penalties associated with a random distribution of traffic. At the same time it is imperative to reduce all possible penalties associated with the system to an accentable minimum.

than a totally permissive one is evisioned for the future. Furthermore, predictable penalties associated with a pre-planned

N76-23224 Massachusetts Inst. of Tech., Cambridge. Electronic Systems Lab.

APPLICATIONS OF THE AIRBORNE TRAFFIC SITUATION DISPLAY IN AIR TRAFFIC CONTROL Mark E. Conneily in AGARD Plans and Develop, for Air Traffic

Mark E. Connelly In AGARD Plans and Develop, for Air Traffic Systems Feb. 1976 12 p refs (For availability see N76-23191 14-04)

The potential usefulness of displaying traffic and map information in an alteraft cookpit and the effects that the availability of such information would have on ATC procedures and capacities are evaluated. These tests indicate that the ATSD is a valuable aid to the pilot in executing the following basic functions: conflict detection and resolution, conforming to airspace structures, precise spacing in trail, merging, sequencing, monitoring runway occupancy, backup procedures after an ATC failure, approach to one of two closely spaced parallel runways operating independently, and taxling on the airport surface. A simulation study of a terminal area metering and spacing system in which computer generated commands were transmitted directly to the pilots showed that the introduction of the ATSD eliminated all violations of spacing minimums and out the dispersion of arrival times at the runway threshold in half. When the ATC generated metering and specing schedule was made available to the pilots and their flight instruments modified to assist them in executing a 4DRNAV approach corresponding to the schedule, the dispersion of arrival time errors at the runway threshold was reduced to less than three seconds.

N76-23225 Raytheon Co., Wayland, Mass. Equipment Div. A NEW SYSTEM ARCHITECTURE FOR ATC AUTOMATION

Paul E. Hamburger In AGARD Plans and Develop, for Air Traffic Systems Feb. 1975 13 p refs (For availability see N75-23191 14-04)

Automation of the National Airspace System (NAS) is well underway with both enroute and terminal control centers successfully converted to attromation. These systems are based on interfacing radar outputs to high resolution displays through one or a seclarge scale computers which provide a variety of automation functions, the most important of which are tracking controlled allocaft and formating alphanumeric data blocks for the associated aircraft. Recent studies for air traffic control systems outside the United States have shown that for applications with less concentrated traffic, a system architecture in which numerous minicomputers share the processing task, has significant advantages in cost, reliability and modularity. By being modular, the number of minicomputers required can be tailored to the size of the air traffic control center, and the computer program size can be tailored to the functional complexity warranted by the country's size, traffic level, and sophistication desired. In designing such systems, minicomputers are assigned to functions in one of two ways: either functions are subdivided and minicomputers are assinged to each subfunction, or a function performed in a similar way many times is subdivided so that several minicomputers perform the function once, or at most a few times. Author

N76-23226 Lincoln Lab., Mass. Inst. of Tech., Lexington. CONUS AERONAUTICAL RADIONAVIGATION BY SATEL-LITE

Irvin G. Stiglitz In AGARD Plans and Develop, for Air Traffic Systems Feb 1976 5 p refs Sponsored by DOT (For availability see N76-23191 14 04)

A variety of satellite system concepts have been promulgated as solutions to the CONUS ATC problems. By categorizing these, it is possible to draw some generally valid observations about the characteristics of each of them. By selecting system architectures, representative of each category, key technical aspect of systems within each category can be explored. Critical aspects illuminated include avionics complexity, required number of satellites, system vulnerability, capacity, required ground processing, and accuracy.

N76-23227 Department of Transport, Ottawa (Ontario).

AERONAUTICAL EATELLITE SYSTEM (AEROSAT)
J. Ruden and J. Thomas In AGARD Plans and Develop. for Air Traffic Systems Feb. 1976 10 p (For availability see N76-23191 14-04)

An experimental aeronsutical satellite program is being undertaken on an international basis to provide a satellita system and to evaluate the ability of such a system to meat future sir traffic control requirements over oceanic regions. The reasons for undertaking such a program are outlined. The system itself is described and the principal parameters, which will be evaluated to assess performance and establish standards for any future satellite system, are discussed.

N76-23228 Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Garmany). Human Engineering Group. MEASUREMENTS OF THE CONTROL CAPACITY OF ATC

Klaus Josehim Brauser. In AGARD. Plans and Develop, for Air Traffic Systems Feb. 1976 13 p refs (For availability see N76-23191 14-04)

Three methods of measuring the executive control load and control capacity have been developed and applied. (1) the measurement of the total time consumption of all executive control tasks generated by all a/o movements occurring in the area of jurisdiction of the executive controller. The time saturation condition indicates that the executive control load is approximating the saturation, i.e. the control capacity: (2) the measurement of a well defined partial work load which has been proved to be average constant part of the total workload, this partial work load being the R.T. channel load; and (3) controller questionnaires on estimates of their control capacity.

N76-23228 Royal Rader Establishment, Malvern (England) A MEASURING ROD FOR ATC SYSTEMS, THE INDEX OF CROERLINESS

H. Gent. In AGARD. Plans and Develop, for Air Traffic Systems Feb. 1976 8 p. refs (For availability see N76-23191 14-04)

The Index of orderliness is considered as a measuring rod for ATC systems which gives a numerical astimate of system performance at any moment of time, its calculation requires a basis for conflict prediction and a threat weighting formula. The index is then defined as a weighted count of future conflicts. The index of orderlineas/time curves produced by a collision avoidance system simulation is discussed. It is shown that such curves contain valuable information on the response time of the system. This time structure is displayed via calculation of the unitocorrelation function of an index of orderliness graph. The relation of the Index to a complete ATC system viewed as a hierarchy of control loops is presented and shown to be close. Finally it is suggested that indices of orderliness can be used to give a quantitative measure of the style of an ATC system, as well us of its performance.

N76-24200# Advisory Group for Aerospace Research and Development, Paris (France).

PRACTICAL ASPECTS OF KALMAN FILTERING IMPLEMEN-TATION

Mar. 1976 186 p refs

(AGARD-LS-82) AVAIL NTIS HC \$7 80

Application of Kalman filturing to guidance and control is investigated. Emphasis is placed on inertial nevigation systems for elecraft. For individual titles, see N76-24201 through N78-24207

N76-24201 Analytical Mechanics Associates, Inc., Mountain View, Calif

EXPERIENCES IN THE DEVELOPMENT OF AIDED INS FOR AIRCRAFT

Stanley F. Schmidt. In its Pract. Aspects of Kalman Filtering. Implementation Mar. 1976 21 p. rels (For availability see N76-24200 16-04)

Experiences in the development and test evaluation of Kalman filters in aided navigation systems for aircraft are presented Designs for two operational systems for emouts-navigation uses and two experimental systems for terminal area and landing uses are described. The primary emphasis is on the developmental approach used with examples from the actual designs Practical considerations are stressed rather than the mathematical formulations and theory. Details are presented on the square-root implementation of the Kalman filter which is used in three of the actual systems. Problems encountered in actual designs and the solutions selected for these problems are discussed A brief overview of the possible future trends in aircraft navigation systems

N76-24202 Rockwell International Corp., Anaheim, Calif. Autonatics Group.

PRACTICAL CONSIDERATIONS IN IMPLEMENTING KALMAN FILTERS

John C. Wauer In its Pract. Aspects of Kalman Filtering Implementation Mar. 1975 11 p ref (For availability see N76-24200 15-041

Techniques that are used to implement the Kalman filter for aircraft inertial navigation applications are presented. That applications include AMSA advanced development task flight test, FB-111 and F-111D aircraft avionics, at-sea alignment aboard aircraft carriers, and stationary alignment of electrostatic gyro-strapdown navigation system. Techniques used to simplify the filter model are discussed. The use of rendom walk and white noise error sources is described. State vector transformations are performed to simplify the filter model. Detection of failures is accomplished by testing the measurements for reasonableness. Computational techniques used in computers with fixed-point arithmetic are discussed. A flexible covariance matrix scaling technique is essential to maintain adequate resolution in a fixed-point computer. Efficient algorithms for covariance matrix and state vector extrapolation and reset are described. Author

N76-24203 Boeing Co., Seattle, Wash. EXPENIENCES WITH THE B-1 NAVIGATION FILTER

John E. Bergeson In its Pract. Aspects of Kalman Filtering Implementation Mar. 1976 20 p refs (For availability see N76-24200 15-04)

Practical aspects of Kalman filter design are discussed. Topics presented include error model definition, software-implementation considerations and flight test verification. Although 8-1 navigation filter experiences are emphasized, the discussion is applicable to Kalman filter dealgn for any long-range, high-speed cruise vehicle with similar navigation sensors. Inertial-platform elew-induced phenomena and their implication for filter design are empha-

N76-24204 Deutsche Forschungs- und Versuchsenstalt füer Luft- und Raumfahrt, Brunswick (West Germany).

EXPERIENCES IN FLIGHT TESTING HYBRID NAVIGATION SYSTEMS

Heinz Winter In its Pract. Aspects of Kalman Filtering Implementation Mar. 1976 29 p refs (For availability see N76-24200 15-04)

Experiences gained in error modeling for navigation sensors, designing filters for hybrid navigation systems; sensitivity analysis of these filters; building up high precision reference systems for the flight tests; flight testing hybrid navigation systems; and evaluating the flight test results are described. The navigation accuracies of Doppler-inertial and baro-irregial systems, derived from theoretical analysis and flight tests, are given Author

N76-24205 Societe d'Applications Generales d'Electricite et de Mecanique, Paris (France).

DESIGN AND DEVELOPMENT OF KALMAN FILTERS NAVIGATION SYSTEMS (ETUDE ET REALISATIONS DE FILTRES DE KALMAN POUR SYSTEMES DE NAVIGA-TION]

Pierre Faurre and Loie Camberlein In its Pract. Aspects of

Kalman Filtering Implementation Mar 1976 42 p FRENCH, ENGLISH summery (For availability see N76-24200 15.041

Two systems using Kalman filtering are described. A hybrid inertial-Doppler-position reset navigator was studied and experimented from 1967 to 1972. The numerical algorithms were studied and implemented with care. The complete program was split into two computers, and the subprogram corresponding to the filter represented about 6,000 words, over 11,000 for the total Curves are given both for theoretical performances, and for experimental flight results. Algorithms and software for optimal alignment of an inertial platform were developed and tested from 1972 to 1974. The inertial system used for the experiment is an MGC 30. The mathematical model is quite simple, and the complete alignment program uses 1,800 words. The improvement in alignment time is quite impressive. 450 seconds for optimal alignment, to be compared to 1,031 seconds for classical alignment

N76-24208 Le Petit Monthelon, Acigne (France) A SHIP TRACKING SYSTEM USING A KALMAN-SCHMIDT

Claude A. Darmon In its Pract. Aspects of Kalman Filtering Implementation Mar. 1976 24 p refs (For availability see N78-24200 18-04)

The digital processing is described of measurements at a high accuracy ship-tracking system. The errors affecting the azimuth measurement supplied by the measuring device of the ground-bessed station are found to be the most critical for the overall accuracy of the system. A Kalman-Schmidt filter is selected for an optimum estimation of the azimuth speed, following comparisons with a Kalman filter and an averageing filter. The estimation of the navigation parameters is described and the position and speed accuracy achieved by the system is calculated. Moreover, various effects resulting from the data processing in a computer are analyzed and optimized for instance choice of the computation rate for the azimuth velocity, scaling of navigation parameters, etc. Finally, the programming of the data processing in a microcomputer is described and evaluated from two standpoints, memory space requirement and computation time. The results obtained confirm the efficiency of the solutions

N76-24207 Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Oberpfaffenhofen (West Germany). DESIGN AND ANALYSIS OF LOW-ORDER FILTERS APPLIED TO THE ALIGNMENT OF INERTIAL PLATFORMS Willi Kortuem In its Pract. Aspects of Kalman Filtering Implementation Mar 1976 26 p refs (For availability see N76-24200 18-04)

The typical steps and considerations for designing low-order efficient state estimators or Kulman filters are described. The design stops are demonstrated on a platform alignment problem where Kalman filtering is used rather than conventional procedures to reduce the time necessary for the required alignment accuracy The work reported is based on a test series for modelling gyro-dult and accelerometer errors. The selection of a design model for the filter, the filter design itself, and a complete covariance enalysis are emphasized. The main goal of the filter design is to achieve a simple, re , low-ont- i insensitive design.

N76-32148# Advisory Group for Assospace Research and Development, Paris (France). MEDIUM ACCURACY LOW COST NAVIGATION

Aug. 1976 387 p. refs. Presented at the AGARD Panel Tech. Meeting, Sandeljord, Norway, 8-12 Sep. 1975

(AGARD-CP-176) Avail: NTIS HC \$10.75

A total of 29 papers were presented dealing with medium accuracy low cost navigation systems for aircraft and other vehicles, by considering all the options available, so as to determine, if possible, the optimum cost/scoursey mix. These papers were divided into the following five areas: requirements and specifications, radio techniques, non-radio techniques, appropriate navigation system components, and total system considerations. For individual titles, see N76-32149 through N76-32176

N76-32149 Advisory Group for Aerospace Research and Development, Paris (France) HIGHLIGHTS OF KEY CHARACTERISTICS CONSIDERED FUNDAMENTAL TO ANY NAVIGATION BYSTEM THAT MIGHT BE INTRODUCED INTO BRITISH ARMY AIR-CHAFT

A. C. D. Watts (Brit. Army Air Corps). In its Medium Accuracy Aug. 1976 5 p (For availability see Low Cost Navigation N78-32148 23-04)

Operational factors influencing the requirement for army battlefield helicopter navigation systems are discussed and the needs of the operating crew are outlined. These considerations lead to the conclusion that a low cost, light weight, accurate. self-contained navigation system is required.

N76-32150 Royal Navy, London (England). A SURVEY OF LOW COST SELF CONTAINED NAVIGATION SYSTEMS AND THEIR ACCURACIES

J. A. Tayler In AGARD Medium Accuracy Low Cost Navigation Aug. 1976 5 p (For availability see N76-32148 23-04)

A definition of medium accuracy and low cost is first attempted, and it is noted that air data systems do not achieve medium accuracy and inertial systems do not yet fall within the definition of low cost. Some simple truths about self contained systems are highlighted. The level of assurance at which navigation accuracies are quoted should be standardized. Doppler/compass securacy is dictated by heading accuracy overland and by surface effects over water. The basic navigation information required by the pilot is whether he should steer left or right. Investigation is required on how best to integrate navigation systems with low

N76-32161 Ferranti Ltd., Edinburgh (Sootland). THE CONCEPTION OF LOW COST NAVIGATION SYSTEMS: ART OR SCIENCE?

In AGARD Medium Accuracy Low Cost W. H. McKinlay Navigation Aug. 1976 7 p (For availability see N76-32148

Some of the factors involved in arriving at the requirement for low cost nevigation systems were pointed out. It turns out that while improvements in technology tend to reduce the costs of conventional systems, a true low cost system is probably one which is capable of extending the facilities offered by it to applications in which earlier solutions would have been declared uneconomic. The initial adoption of many of today's navigation techniques has been a result of the pressures to apply a new technology. It is suggested that in the low cost area, the corresponding pressures exerted by the market are much more significant. Most of today's devines must traditional requirements and there may be alternative solutions if the sources of information and the techniques available to handle them are related to the minimum requirements of the operator. The closest and fastest possible process of iteration between operator and system designer IS PROFESSIVE

N76-32152 Aeroplane and Armament Experimental Establishment, Boscombe Down (England). Navigation and Radio Div. MEDIUM ACCURACY LOW COST NAVIGATION SYSTEMS FOR HELICOPTERS

T.J. Penfold In AGARD Medium Accuracy Low Cost Navigation Aug. 1976 7 p (For availability see N76-32148 23-04)

All the factors leading to a choice of a future navigation system for military helicopters were examined. The examination considers the past, the basic requirements for the navigation system, the helicopter environment, service requirement, possible systems, cost and standardization. It is concluded that a Doppler/compass system could meet the requirements for a medium accuracy/low cost system but that the requirement needs further definition especially in the areas of operational requirement and costs. It is hoped that in the future some measure of standardization be achieved, such an aim will need to be recognised and receive the goodwill of all interested parties

N76-32163 Hawker Siddeley Aviation Ltd., Brough (England). SOME NAVIGATIONAL CONCEPTS FOR REMOTELY PILOTED VEHICLES

W. Lyone, J. D. Bennister, and J. G. Brown In AGARD Medium Accuracy Low Cost Navigation Aug. 1976 18 p. refs. (For availability see N76-32148 23-04)

Methods by which the navigation function for Remotely Piloted Vehicles (RPVs) can be achieved without the need for complex specialized navigation equipment were discussed. The objective is to make use of equipment normally carried for RPV operation to supplement a simple dead rackoning navigation system. The additional processing is carried out at the control center where restrictions on equipment size and cost are not so prohibitive.

Techniques varying from the use of the data link to provide range-bearing navigation to map matching using reconnaissance sensors or a forward looking sensor picture were discussed. Use can also be made of an on-board laser to provide range-to-terrain measurements which, when correlated with a computer stored map, enables the RPV position to be continuously updated. Results of simulation studies carried out to validate the techniques and provide an estimate of the accuracies are presented.

N76-32154 Rockwell International Corp., Anahem. Canf. MICRO-NAVIGATOR (MICRON)

Jerry A. Schwarz. In AGARD. Medium Accuracy Low Cost Navigation Aug 1976. 14 p. refs. Sponsored by the AF (For availability see N78-32148 23-04)

The Micron strapdown inertial nevigation system, developed to be a low cost medium accuracy (one nautical mile per hour radial position error CEP rate) navigation system for future aircraft/misalles requiring medium accuracy, was described. The heart of the Micron system is the micro-electrostatic gyro, which consists of a one centimeter diameter spherical rotor suspended electrostatically by eight capacitor plates. The rotor is untorqued, thus avoiding the accuracy degradation and reliability degradation from gyro torquing electronics. The gyro is used in a strapdown mechanization and utilizes a unique mass-unbalance modulation technique for obtaining whole engle readout over all attitude angles. Two bressboard Micron systems have been fabricateriand tested. The tost results indicate better performance than the one nautical mile/hr performance goal under all environments tested (laboratory, v.bration, shock, cold scak, scorsby, van, and flight test). The prototype Micron system is currently being designed, and a full evaluation test program is planned. Author

N76-32165 Draper (Charles Stark) Lab., Inc., Cambridge, Mass. DIGITAL PHASE PROCESSING FOR LOW-COST OMEGA RECEIVERS

Duncan B. Cox, Jr., William H. Lee, William M. Stonestreet, and Edwin V. Harrington, Jr. (AFAL) /n AGARD Medium Accuracy Low Cost Navigation Aug. 1976 16 p refs (For svallability see N76-32148 23-04)

(Contract F33615-72-C-1335)

The application of the serial digital phase filter (SDPF) to Omage receiver is explored. It is shown that the internal functions of an Omega receiver can be organized to take advantage of one or more SDPF's used in combination with an LSI microprocessor. The SDPF's can also be used to reduce the load on the microprocessor by reducing the bandwidth of the phase data being presented to it. The SDPF's can also accomplish demodulation and enalog-to-digital conversion, thereby eliminating the need for special circultry to perform these functions. Because of the reduction in date bandwidth, thore is an increase in efficiency and productivity of the microprocessor. The processing efficiency of the entire receiver is then more closely maximized with respect to hardware and software cost. The design approach is applicable to a bare-bones receiver, which would incorporate the most elementary and inexpensive microprocessor or no microprocessor at all

N73-32156 ITT Avionics, Nutley, N.J.

LOW COST NAVIGATION PROCESSING FOR LORAN-C AND OMEGA

James F DeLorme and Arthur R Tuppen /n AGARD Medium Accuracy Low Cost Navigation Aug. 1976 17 p (For availability see N76 32148 23-04)

A technology feasibility demonstration was performed to determine the impact of advances in MOS/LSI semiconductor developments on performance and cost of radio navigation equipment, in particular, Loren C performance amd cost objectives were demonstrated. This demonstration has clearly shown that the performance requirements for both austere and sophisticated users can be satisfied. Advancement in semiconducfor technology has provided MOS/LSI and Schottky Bi-Polar/LSI chip sets, central processor units and compatible semiconductor memories, whose architecture is compatible with the requirements for navigation processing. This technology has been applied to a Loran C sensor processor and a low cost airborne Omega Navigator. The digital processing, micro-computer configuration, resultant performance and cost projections for Loran C applications are described. The results of the mechanization for these systems are used to configure a combined Loran C or Omega Navigator. including an assessment of performance parameters, physical characteristics and costs projections

N76-32167 Naval Electronics Lab Center, San Diego, Calif A NAVIGATION MONITOR FOR VLF SIGNALS

E.R. Swaison In AGARD. Medium Accuracy Low Cost Navigation Aug. 1976. 7 p. refs. (For availability see. N76-32148-23-04).

An overview of the need for and the design of a VLF navigation monitor is presented Fundamental associated with various VLF navigational techniques are discussed briefly. 2-nulle accuracy or better is assumed typical. Sale operation within existing airways is normally possible, but protection against propagationally induced blunders should be provided by a navigation monitor. The monitor can be designed so as to provide not only disturbance warning but also disturbance prediction. The monitor can also assist in preflight.

N75-32158 Standard Electrik Lorenz A.G., Stuttgart (West Germany)

SOME CONSIDERATIONS ON POSSIBLE NEW VHF LOW COST RADIO NAVIGATION AIDS

COST RADIO NAVIGATION AIDS

M. Brohm In AGARD Medium Accuracy Low Cost Navigation

Aug. 1976 16 p. refs (For availability see N76-32148 23-04)

New possibilities for low cost navigation aids for use in allocated VHF communication frequency bands are described Conventional VHF radio sets are to be useable also for navigation by adding a simple attachment. Three system proposals are presented (1) The ship navigation system SNS is to use shore attations simploying either amplitude or frequency modulation. It would provide 0.1 deg error azimuth within a sector of e.g. 10 deg and 3.5 deg error azimuth within a sector of e.g. 10 deg and 3.5 deg error ominiangle azimuth. (2) The ship identification and location system SILOS is to employ a chain of shore based VHF DF stations which determine positions of ships by biangulating their communications transmissions. (3) The hyperbolic navigation system HNS for tactical applications is to use a chain of VHF stations transmitting synchronized modulation frequencies used for navigation. The coordinates of the highly mobile stations can be transmitted to the users continously in a coded form Expected accuracy is 50 m CEP.

Author

N76-32159 Mexserschmidt-Boelkow G.iri.b.H., Munich (West

CONTINUOUS NAVIGATION UPDATING METHOD BY

MEANS OF AREA CORRELATION

A. Hessel and W. Eckl. In AGARD Medium Accuracy Low
Cost Navigation. Aug. 1976. 19 p. refs. (For availability see
N76-32148 23-04)

An autonomous automatic updating method is considered for the improvement of navigation accuracy. This is based uponthe correlation between an instantaneously taken picture and a stored scene of the area of interest. The displacement between the actual position and the indicated position (taken from the simple basic system) is derived from the maximum crosscorrelation of the two pictures. Results of different correlation-algorithms applied to microwave images of different sizes and scene complexity (groy values) are shown. Topics for further research work necessary before flight testing such a system are outlined.

N78-32160 Wenshipugh-White and Co. Ltd. Lon. (England. GRAPHIC AREA NAVIGATION WITH VOR/VOR, AND VOR/DME INPUTS

G. Wansbrough-White In AGARD Medium Accuracy Low Cost Navigation Aug 1975 17 p (For availability see N76-32148 23-04)

The following conclusions relative to some papers of graphic analogation were given and discussed. (1) area nevigation offers advantages of safety and economy to both arrines and general aviation, with advantages to air traffic control. (2) area nevigation must dispend on corrivational DR methods, with and without radio, in the low cost area of general eviation. There are pilot/nevigator problems, and one development has been the airborne course line computer ("ghost VOR"). (3) another development is Graphic Area. Navigation (GRNav), which uses standard VOR. DME (and other inputs), and is a computer based cartesian system that is self-checking and geographically oriented. (4) GRNav has airways and marine applications. (5) GRNav has been shown to be a practical, simple and cheap navigation system, and is now subject to scientific evaluation in the UK and the USA.

N76-32161 Office National d'Etudes et de Recherches Aerospatiales, Paris (France)

INEXPENSIVE SYSTEM OF MULTIPLE BEACON LOCALIZA-TION FOR HELICOPTERS Jacques Dorey In AGARD Medium Accuracy Low Cost Navigation Aug 1976 9 p. refs. In FRENCH, ENGLISH summary (For availability see N76-32148 23-04)

Two systems of angular (elevation and azimuth) localization of multiple beacons, for application to helicopters, are pre-2 system making use of the helicopter blades as receiving dipole support, in association with UHF emitting beacons.

a system making use of an independent rotating arm as dipole support, placed under the helicopter fuselage, in association with microwave emitting beacons. The first system is analyzed in detail, limitations of various kinds are emphasized, in particular those concerning the working wavelength. The data processing devices leading to the electromagnetic imagery of the beacon angular distribution are described. The second system, less applicable to helicopter, is presented and compared to the first one as repards its performance

N76-32162 Naval Weapons Center, China Lake, Calif THE APPLICATION OF RING LABER GYRC TECHNOLOGY TO LOW-COST INERTIAL NAVIGATION

William F Bell In AGARD Medium Accuracy Low Cost Navigation Aug. 1976 16 p (For availability see N76-32148-23-04)

The Advanced Tactical Inertial Guidence System (ATIGS), a strapdown system using Ring Laser Gyros (RLGs), low-cost accelerometers, and large-scale integrated circuitry computer technology, was described. Although primarily developed for a long-range tactical missile application, the system mechanization that has evolved is directly applicable to aircraft inertial navigation. The first ATIGS unit entered captive flight evaluations in a pod on a A-7E aircraft on 20 June 1974. Results achieved during this first series of tests showed approximately 4 nmi/hr radial error. In March 1975, ATIGS was flight-tested as an aircraft navigator, with ground self-alignment and with flight times of 3 to 4 hours. In these tests an average circular error probable radial error of 2.16 nmi/hr was obtained. The Ring Laser Gyro RLG appears to offer a truly low-cost alternative for future alreraft mertial navigation based on the results of the ATIGS program. Further ATIGS results have indicated that excellent long-term stability can be expected from these unconventional instruments. These factors indicate that, if properly integrated with low-cost accelerometers and appropriate low-cost digital computers, a medium-accuracy, low cost inertial navigator is possible. Author

N76-32163 Singer Co., Little Falls, N.J. Aerospace and Marine Systems Div

INERTIAL NAVIGATOR FOR COMMERCIAL AIRLINES Julius Weiss In AGARD Medium Accuracy Low Cost Navigation Aug. 1976 11 p refs (For availability see N76-32148 22-04)

The GAMMA Advanced Inertial Navigation System is an outgrowth of the SKN-2400 family of military inertial navigation equipment, and hence represents the present state of the art in advanced electronic packaging. The development of the GAMMA Advanced Inertial Navigation System, its physical and functional description and its impact, specifically on smaller general aviation aircraft, are described. The development of the system was completed after many months of qualification and flight testing under the eegls of the Federal Aviation Administration (FAA) The details of these tests and their results are provided. Author

N76-32164 Teledyne Ryan Aeronautical Co., San Diego, Calif. LIGHTWEIGHT DOPPLER NAVIGATION SYSTEM Robert E. Chapman In AGARD Medium Accuracy Low Cost Navigation Aug. 1978 22 p (For availability see N76-32148

A self contained, low cost, lightweight, accurate, and reliable navigation system for military helicopters was designed. The system consists of a Doppler Radar Velocity Sensor (DRVS) and a Computer Display Unit (CDU) with a combined mean time difference between failures of more than a 1000 hours, and a 38 percent circular error probability. The capability of the system to be integrated with radio-aided navigation systems such as LORAN and OMEGA is described. An important feature of the system is the capability of rapidly isolating failures to a replacable module, and ease of replacement of the 'failed' module The use of a special modulation form in the DRVS to develop a coherent local oscillator is described. Also described is an IMPATT solid state transmitter, time duplexed travelling wave array antenna, and digital frequency tracker. Use of a single chip microprocessor in the CDU is described; emphasis on the human factors engineering aspects of the man-machine interface. Results indicate that system meets the requirements that it was designed

N76-32165 Singer Co., Wayne, N.J. DOPPLER HADARS FOR LOW-COST, MEDIUM ACCURACY **NAVIGATION**

Heinz Buell In AGARD Medium Accuracy Low Cost Navigation Aug 1976 10 p (For availability see N76-32148 23-04)

A Lightweight Doppler Navigation System (LDNS) was designed which weighs under 30 pounds and has a predicted mean time difference between failures of over 1400 hours and a predicted navigation accuracy of 1.3% of distance travelled with 1% (1 sigma) heading reference. The system is designed for use in military helicopters. The LENS consists of four units (1) Doppler radar velocity sensor, consisting of a receiver transmitter antenna unit and signal data converter unit. (2) control display unit, and (3) steering hover indicator unit. Diagrams Illustrating each unit are shown.

N76-32166 Ferranti Ltd., Edinburgh (Scotland)
TWO NEW SENBORS AND THEIR POSSIBILITIES IN LOW
COST HEADING REFERENCE SYSTEMS

W. H. McKinlay, A. Liebing, and K. R. Brown In AGARD Medium Accuracy Low Cost Navigation Aug. 1976 7 p (For svallability see N76-32148 23-04)

The requirement for heading in a navigation system, both as primary data and for the pointing of certain sensors is discussed. The airborne applications of heading for fixed and rotating wing aircraft are examined it is pointed out that developments in gyroscopes, resulting from inertial technology, now make it possible to provide a heading memory with a very low drift. But this is not usable unless the device can first be referenced to true North, which introduces the desirability of gyra-compassing. This, in turn, leads to certain instrument requirements. Two new sensors suitable for use on gimballed platforms but assentially of simple construction and relatively low cost. They are Double Integrating Angular Accelerometer and a Free Rotor Gyroncope. the Oscillogyro. Possible system configurations are indicated, and conclusions are drawn as to areas in which these techniques can most profitably be applied.

N76-32167 Bodenseewerk Geraetetechnik G.m.b.H., Ueberlingen (West Germany).

THE FNA 815: A SELF CONTAINED LOW-COST NAVIGA-TION SYSTEM FOR GROUND VEHICLES

U.K. Krogmann. In AGARD Medium Accuracy Low Cost Navigation Aug 1976-18 p. refs (For availability see N76-32148

The Fahrzeug-Navigations-Anlage system's application to a German artiflery observation tank is examined. Required performance data and general requirements were met utilizing proven hardware. To meet the required very short initialization time a Meridian-Gyro was used for aligning the heading reference unit of the system. Built-in test hardware and software were incorporated to achieve high error detection and localization probability without the need for external test-equipment. Because the system is selfcontained it is thus insensitive regarding jamming. In its basic configuration it is essentially a low cost system and because of its modular design it can be modified and augmented easily

N76-32168 Marconi-Elliott Avionic Systems Ltd., Rochester Aliport Works

HELICOPTER AIR DATA MEASUREMENT

C. J. Frost In AGARD Medium Accuracy Low Cost Navigation Aug 1976 13 p (For availability see N76-32148 23-04)

A helicopter air data sensor system was developed which can provide accurate air data including forward, aftward, sideways and vertical airspeed information for flight control and navigation purposes. The helicopter air data system consists of the following equipment (1) a multi-axis swiveling pilot static probe. (2) a digital ali data computer, and (3) optional displays of sititude, altitude rate, calibrated airspeed, sideslip angle, combined torque and maximum torque, payload margin, and air temperature Present helicopter air data sensors suffer from gross errors at flight velocities below 40 knots. The causes of these errors are the inability of airboine sensors to detect low air velocities or dynamic pressures, and the corruption of the pressure-flow field around the helicopter by the rotor induced flow. Photographs of the installed air data sensor system in a helicopter are pro-

N76-32189 Sperry Gyroscope Co Ltd., Bracknell (England).
LOW COST SELF CONTAINED SOLUTIONS TO THE NAVIGATION PROBLEM IN ROTARY AND FIXED WING E Brewin (Decca Co. London), T.S. Kitching (Decca Co., London), and D. L. Wright. In AGARD Medium Accuracy Low Cost Navigation. Aug. 1976. 11 p. (For availability see N76-32148 23-04).

Defense budget limitations often make it necessary for the operational staff of many air forces to review their avionics system requirements. Only limited reliance can be placed on the use of ground based radio aids while the high cost pure inertial solution far from satisfies the multiplicity of military aircraft roles with which the operational stalls have to contend. A Modular Building Block Concept for self contained systems is proposed which can be tailored to provide the required facilities and performance to meet a specific role while retaining a high degree of logistic commonality between differing aircraft types, and at a low cost. The proposed modular solution, already a fact with hardware in production and going into service is based upon the use of the following hardware elements. (1) a two/three axis velocity sensor, (2) a two/three axis heading/attitude sensor, and (3) a digital navigation computer. The possibility of coupling of these systems to a range of weapon delivery equipment is suggested

N76-32170 Rockwell International Corp., Anahelm, Calif.
HAND HELD CALCULATOR TECHNOLOGY APPLIED TO AN
ADVANCED LOW COST OMEGA RECEIVER

Bernard N. Gaon. In AGARD. Medium Accuracy Low Cost Navigation Aug. 1976. 9 p. rnfs (For availability see N76-32148 23-04)

Recent technological advances in metal oxide semiconductor circultry have resulted in mass production of commercial calculators and with it the availability of low cost microprocessors. These devices, although limited in computational capability, can be successfully applied to the development of a low cost Omega navigation set. The basic desirable features of an airborne Omega receiver were studied, and the required functions identified. A simplified technique to achieve better accuracy was identified. The ways in which microprocessors can be utilized to arrive at a low cost, fully automatic composite airborne system are outlined. The receiver and processor portions of the Omega set are detailed Prototype hardware that has been flight tested is described, and performance data are presented. The basic function of the Omega set is to determine and keep track of present position by receiving and processing the Omega very low frequency transmissions. Photographs of the control and display units of the Omega set are provided.

N76-32171 Marconi-Elliot Avionia Systems Ltd., Basildon (England).

THE APPLICATION OF MINI-PROCESSORS TO NAVIGA-TION EQUIPMENT

M. R. Hopper In AGARD Medium Accuracy Low Cost Navigation Aug. 1976 11 p (For availability see N76-32148 23-04)

Modern technology has allowed the production of a very small ministure processor using integrated circuit techniques. Because of it's simplicity and size, the same processor can be used variously, to process information from a variety of different inputs, to provide information to drive various output peripherals, or to process information within a duclosted equipment. The design requirements for, and the operation of such a mini-processor are considered. It's uses are illustrated by it's inclusion in a piace of dedicated navigation equipment (TACAN), where it is used to solve a particular set of data. Also it is considered in a family of area navigation systems, where it's flexibility is illustrated by the varying requirements of such systems. Photographa of display devices, digital computers and other components used are shown.

Author

N76-32172 National Aerospace Lab., Amsterdam (Netherlands). A MATHEMATICAL MODEI, FOR THE ANALYSIS OF NAVIGATION SYSTEM ERRORS OF MODERN FIGHTER AIRCRAFT

F J. Abbink and N. VanDriel. In AGARD. Medium Accuracy Low Cost Navigation. Aug. 1976. 11 p. refs. [For evailability see N76-32148 23-04]

An error analysis of an inertial navigation system by computerized simulation is presented. In order to compute the standard deviations of the navigation system errors, the metrix equation representing the set of linearized differential equations for the navigation system error behavior was transformed into an evolution equation for the covariance matrix. The navigation system error model took into account, alignment, navigation along a specific flight profile and updating. Position error distributions

were calculated and analyzed for different flight profiles, with and without updating for a specific type of inertial navigation system.

Author

N76-32173 ITT Avionics, Nutley, N.J.

MEDIUM ACCURACY, LOW COST NAVIGATION: LORAN-C VERSUS THE ALTERNATIVES

J.P. VanEttan In AGARD Medium Accuracy Low Cost Navigation Aug. 1976 24 p. refs (For availability see N76-32148-23-04). The fundamentals of the Loran C system are compared with

The fundamentals of the Loran C system are compared with the fundamentals of alternativo navigation systems (Omega Docoa Loran D). The operational ment, the universal applicability, and the economy of Loran C are discussed. The use of Loran C as a low cost navigation system on a national and international level is examined. The use of Loran C in military, nonmilitary, and commercial air service is also considered. Radio frequencies and bendwidth used by Loran C and other navigation systems are cited. Also provided are block diagrams of a generalized radio navigation receiver.

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N76-32174 Air Force Avionics Lab., Wright-Patterson AFB, Ohio.

SYSTEM APPROACH TO PRACTICAL NAVIGATION

Jin W. Chin and Russell E Weaver, Jr. (Northrop Electronics Div.) In AGARD Medium Accuracy Low Cost Navigation Aug. 1976, 14 p. refs (For availability see N76-32148 23-04)

A background introduction is presented of various navigation sensors discussing their characteristics and limitations forthcoming satellite navigation system, NAVSTAR Global Positioning System (GPS), will be exploited as an ultimate capability of providing L Band signals from which positic-, velocity, and time can be determined. This dual capability will simplify the implementation of integrated systems. A typical medium accuracy system is described. The widely accepted inclusion of an inertial subsystem will be emphasized on the merit of a multifunctional capability beyond that for navigation. Roles in flight control, instrumentation, and augmentation of mission avionics are recognized. The strapdown mechanization and associated instruments are introduced to discuss a potential alternative to the conventional all stitlude, gimballed platform. These advances provide the attributes to accomplish low cost designs of medium accuracy navigation systems. Integration of available sensor data to provide the required navigation performance is considered the most effective method of attaining low post equipment. Modularity expressed in the design will provide flexibility and adaptability to a broad class of usors. A total performance, costs of ownership, approach is used to verify system design and selection. Author

N76-32178 Decca Navigator Co. Ltd., Chessington (England). SSM Div.

INTEGRATED DOPPLER/HEADING REFERENCE/RADIO NAVIGATION

D. Halliwell In AGARD Medium Accuracy Low Cost Navigation Aug. 1976 9 p. (For availability see N76-32148 23-04)

Medium accuracy low cost navigation systems provide flexibility of operation with the minimum of fimitations, while retaining the major benefits of simplicity of concept and of clesign. A simple system concept based on currently available equipments is outlined. A DR system based on a currently available gyromagnetic heading reference and a fixed-serial Doppler rader is assessed as capable of two sigms accuracy in the range 1% to 3% of distance flown. For operations requiring consistent accuracy over long periods of flight or accurate relative navigation the DR system is supplemented by a simple Omega raceliver front-end, the signals being processed in the DR system computer. The system is capable of providing medium to high accuracy navigation at low total cost for a wide range of helicopter and alroraft operational requirements.

N76-32176 Computing Devices of Canada, Ltd., Ottawa (Ontario)
AN OPTIMALLY INTEGRATED PROJECTED MAP NAVIGA-TION SYSTEM

D. B. Reid, R. K. Harman, and D. J. Frame. In AGARD. Medium Accuracy Low Cost Navigation. Aug. 1976. 31 p. refs. (For availability see N76-32148-23-04)

A unique integrated tactical navigation system (ITNS) concept for helicopter applications is described. This concept, which could be extended for application in high performance factical aircraft, is based on the projected map system. PMS E-8, currently in production. The primary navigation unit of the ITNS is the Doppler dead reckoning (DR) subsystem which uses simple directional

and vertical gyros as heading and attitude sensors. Auxiliary navigation data are supplied by a projected map display (PMD) and a triad of magnetometers strapped to the airframe. The PMD displays aircraft position, track and bearing to destination pictorially, providing excellent pilot prientation and position fixing capability. The magnetic sensor measures three components of the earth's field, from which additional heading and attitude information are derived. A digital Kalman filtering algorithm is implemented to estimate system errors from DR, PMD and strapdown magnetic data. The error estimates are fed back to correct DR position and null sensor errors, resulting in a fully integrated system which provides excellent performance at low cost. Simulation results indicate that system accuracy without position fixes will be better than 2 per cent of distance travelled (95 per cent confidence).

X75-70673 Advisory Group for Aeronautical Research and Development, Paris (France). TECHNICAL EVALUATION REPORT ON THE GUIDANCE AND CONTROL PANEL SYMPOSIUM ON PRECISION WEAPON DELIVERY SYSTEMS EMS

C. Tom Maney Dec 1973 1 p Conf. held at Eglin AFB, Fla., Jun. 1973 (AGARD-AR-74)

NATO Classified report

NOTICE: Available to U.S. Government Agencies and Their

A technical evaluation of the conference is presented Symposia papers and discussion are synthesized in order to identify the critical issues as well as establish a conference consensus

X75-70674 Advisory Group for Assonautical Research and Davelonment, Paris (France) PRECISION WEAPON DELIVERY SYSTEMS Sep. 1973 1 p

(AGARD-CP-142)

NATO-Classified report

NOTICE. Available to U.S. Government Agencies and Their

A symposium was held at Eglin AFB, Florida which govered the following main topics. (1) system development techniques, (2) navigation and control technology, (3) terminal phase technology, (4) precision weapon concepts, and (5) system evaluation, and research and development program needs.

X77-72036 Advisory Group for Aerospace Research and Development, Paris (France). USE OF PRECISION POSITIONING SYSTEMS BY NATO.

VOLUME 1

Jul. 1978 48 p

(AGARD-AR-88-Vol-1) Avail: Advisory Group for Aerospace Research and Development, Paris, France NATO-Classified report

NOTICE: Available to U.S. Government Agencies.

An evaluation of the potential applications within NATO of a precision positioning system (PPS) - as exemplified by the U.S. NAVSTAR Global Positioning System - is presented. Special emphasis is placed on a qualitative and quantitative evaluation of the impact of increased position information accuracy on the tactical air attack capability of NATO in Europe in the 1980's and beyond. The study concludes that a secure and very precise PPS is feasible. With such a system, the all-weather attack capability on quasi stationary targets is to promising that continuing operational analysis should be performed

X77-72042 Advisory Group for Aerospace Research and Development, Paris (France). NIGHT VISION DEVICES FOR FAST COMBAT AIRCRAFT [1975] 624 p

(AGARD-H-73; AASC-Study-5) Avail-Advisory Group for Aerospace Research and Development, Paris, France NATO-Classified report

NOTICE: Available to U.S. Government Agencies.

The application of night vision devices to fast combat aircraft operating at low altitudes is considered from the standpoint of synthesizing and analyzing overall systems for attacking typical

ground targets. The effects of terrain screening, weather, human factors and display problems, target characteristics with the main emphasis on vehicles, navigation accuracy, and aircraft attack dynamics for the case of retarded bombs are examined. Shortfall in knowledge in key areas is highlighted, principally the importance of atmospheric attenuation on FLIR purformance, the degradation in human operator performance in turbulent conditions at low altitudes, and the interaction of pensor/display parameters with severe search time constraints. The impact of a threat environment was deliberately excluded

05 AIRCRAFT DESIGN, TESTING AND PERFORMANCE

includes aircraft simulation technology. For related information see also 18 Spacecraft Design, Testing and Performance 39 Structural Mechanics.

N74-18682# Advisory Group for Aerospace Research and Development, Paris (France)

AN OVERVIEW OF US ARMY HELICOPTER STRUCTURES RELIABILITY AND MAINTAINABILITY

Thomas L. House (Army Air Mobility R and D Lab., Fort Eustis, Va.) Jan. 1974 19 p. refs. Presented at 36th Meeting of the Structures and Mater. Panel (SMP), Milan, 2-5 Apr. 1973 (AGARD-R-813) Avail: NTIS. HC \$4.00

Approximately 25 percent of all U. S. Army helicopter failures and field maintenance man hours are related to structures. Externally induced damage is the primary cause of many failures. and it is the essential reliability and maintainability consideration in the selection of rotor blade and transparency designs. With the exception of rotor blades, most structural failures are normally considered as maintenance downtime sensitive as opposed to a cost problem. Greatly improved design and test documents coupled with lessons learned appear to be "he most responsive approach to gaining significant structural improvements. Helicopter vibration reduction can produce a major reduction in secondary structural failure and maintenance rates.

N74-20639# Advisory Group for Aerospace Research and Development, Paris (France).

TECHNICAL EVALUATION REPORT ON AGARD FLIGHT MECHANICS PANEL SYMPOSIUM ON FLIGHT IN TURBU-

W. S. Alken, Jr. (NASA), Washington) and D. Lean (Roy, Aircraft Estab., Redford, Engl.) Feb. 1974 10 p Conf. held at Woburn Abbey, Engl., 14-18 May 1973 (AGARD-AR-67) Avail: NTIS HC \$4.00

The proceedings of a conference on the effects of atmospheric turbulence on flight characteristics are presented. The subjects discussed include the following: (1) turbulent environment, (2) operational problems, (3) design criteria, and (4) artificial aids for flight improvement. One conclusion is that there is a critical need for cross correlation measurements between various low atmosphere turbulence components. Additional discussion were held concerning wake vortex research for wake vortex detection and avoidance.

N74-26445# Advisory Group for Aerospace Research and Development, Paris (France) PREDICTION METHODS FOR AIRCRAFT AERODYNAMIC CHARACTERISTICS

May 1974 349 p refs (AGARD-LS-67) Avail: NTIS HC \$20.50

The proceedings of a conference on methods of predicting aircraft performance are presented. Emphasis was placed on predicting aircraft range and radius, sirfield and maneuver performance, and serodynamic characteristics. Combat and transport aircraft were considered over conditions ranging from axtremely low speeds through subsonic/transonic to supersonic speeds. Aircraft lift and drag estimation methods were analyzed along with related aerodynamic optimization techniques. Practical methods for wing/body serodynamic design and boundary layer flow treatments were considered. The prediction and implications of special serodynamic characteristics associated with engine installation and external store effects are examined, relevant stability/control needs are reviewed, and some aircraft noise restraints on serodynamic design are investigated. For individual titles, see N74-26446 through N74-26455.

N74-26446 Royal Airgraft Establishment, Farnborough (England). GENERAL TECHNICAL INFORMATION John Williams In AGARD Prediction Methods for Aircraft

Aerodyn Characteristics May 1974 5 p (For availability see

Prediction and optimization methods for determining aircraft performance are discussed. The major deficiencies in the state of knowledge on aerodynamic characteristics are assessed. Recommendations for improvement in theoretical treatments, ground based testing facilities, and flight testing techniques are aubmitted. The overall technical constraints on aircraft performance

prediction are defined. Specific technical lectures on the subjects of aircraft performance, wing serodynamic design, engine installation perodynamics, external store serodynamics, and stability and control implications are identified. Author

N74-26447 McDonnell-Douglas Corp., Long Beach, Calif. Aerodynamics Subdivision. AERODYNAMIC PREDICTION METHODS FOR AIRCRAFT AT LOW SPEEDS WITH MECHANICAL HIGH LIFT DE-

VICES J. G. Callaghan In AGARD Prediction Methods for Aircraft Aerodyn. Characteristics. May 1974, 52 p. refs (For availability see N74-26445 16-021

A survey of present methodology used for the estimation of low speed serodynamic characteristics of sircraft with mechanical high lift systems is presented. While this methodology is applicable to a large variety of sircraft with unpowered high lift systems, the emphasis is on transport type aircraft. Prediction methods empirically derived from experimental data, as well as more sophisticated theoretical methods are discussed. Correlations of calculated results with both wind tunnel and flight measurements are presented. To place the current state of the art of methodology into proper perspective, a critical review of areas of both strength and weakness is presented, with emphasis on future requirements. Within this context, the particular need for methods to estimate the high lift characteristics of aircraft with thin, highly swept. low aspect ratio wings, such as supersonic transport configurations are reviewed.

N74-26448 Royal Aircraft Establishment, Sedford (England). A REVIEW OF THE LOW SPEED AERODYNAMIC CHARAC-TERISTICS OF AIRCRAFT WITH POWERED LIFT SYS-TEMB

D. N. Foster In AGARD Prediction Methods for Aircraft Aerodyn. Characteristics May 1974 43 p refs (For availability see N74-26448 16-02)

The serodynamic characteristics of a number of different configurations of fixed-wing aircraft with powered lift systems are discussed. Methods for predicting the serodynamic characteristics are developed. Consideration is given to aircraft employing boundary layer control, based on jet flaps with internal blowing. external blowing from underwing and overwing engines, and augmentor systems. Spanwise blowing and other specialized techniques are examined. Aerodynamic characteristics in ground effect, as well as in free sir, are reported. Some aspects of the noise problems which are directly related to the particular lowered lift system under discussion are considered.

N74-26449 Bosing Commercial Airplane Co., Renton, Wash. AIRCRAFT LIFT AND DRAG PREDICTION AND MEASURE-MENT

G. M. Bowes In AGARD Prediction Methods for Aircraft Aerodyn. Characteristics May 1974 44 p refs (For availability see N74-28445 16-02)

Techniques for predicting and measuring lift and drag relationships for subsonic cruise flight are described. The status of this drag methodology is reviewed. Recent presentations on the subject are referenced and incorporated into an overall summary describing current capabilities for developing the basis of alteraft performance predictions. The role of the wind tunnel in airplane design and development is discussed, and the importance of flight test measurements of specific range and engine parameters is emphasized. Theoretical developments for three-dimensional design and lift/drag predictions are described. The accuracy with which the drag levels of a new design can be determined is examined. Examples of specialized wind tunnel and flight investigations into the airflow and pressures on localized portions of an airplane are presented.

N74-26450 British Alreraft Corp., Filton (England).
PREDICTION OF SUPERSONIC AIRCRAFT AERODYNAMIC CHARACTERISTICS

C. S. Leyman and T. Markham In AGARD Prediction Methods for Aircraft Aerodyn, Characteristics May 1974 52 p. refs (For availability see N74-28446 16-02)

The methods currently available for the prediction of the aerodynamic characteristics of supersonic aircraft as they effect performance are reviewed. The problems of supersonic aircraft

the state of the s

design are illustrated by consideration of hypothetical transport and flighter sircraft. The methods used to predict the performance of the Concorde aircraft are stressed. The aerodynamic principles which make supersonic sircraft different from subsonic designs are analyzed. The accuracy and suitability of design methods for various stages of design are examined. The state of the art for estimating parisitic drag and thrust loss due to air leakage is described. Problems of estimating the installed powerplant performance are included.

N74-26451 National Aerospace Lab., Amsterdam (Natherlands). APPRAIRAL OF WING AERODYNAMIC DESIGN METHODS FOR SUBBONIC FLIGHT SPEED

W. Loeve In AGARD Prediction Methods for Aircraft Aerodyn. Characteristics May 1974 41 p refs (For availability see N74-26445 16-021

For a number of direct calculation methods for the prediction of flows around wings at subsonic speed, the basic assumptions are discussed. This forms the basis for the applicability of the methods. Cumparison of calculated pressure distributions with results from wind-tunnel tests serve to illustrate this for three-dimensional wings and for the limiting case of plane flows around airfolis. Attention is paid to the use of inverse methods. In this context the use of hodograph methods for the design of aerofolis with transonic shockfree flow is discussed. Author

N74-26452 Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Brunawick (West Germany). Inst. fuer Aerodynamik.

ROUNDARY LAYER CALCULATION METHODS AND APPLICATION TO AERODYNAMIC PROBLEMS

J. Steinheuer In AGARD Prediction Methods for Aircraft Aerodyn. Characteristics May 1974 48 p refs (For availability see N74-26445 16-02)

Methods for analyzing boundary layer flow characteristics and application to predicting aircraft performance are discussed. Mathematical models for a steady two-dimensional incompressible boundary layer are developed. The structures of the various types of boundary layers are enalyzed. Tables of data are included to show the numerical solution of partial differential equations for different flow conditions. Examples of boundary layer calculations are included for cases of compressible boundary lavers, three dimensional boundary layers, and turbulent boundary layers. Airfolls are examined for conditions of attached flow over a single airfoli, attached flow over an airfoll with a slotted flap. and sirfoll flow with separation. Methods for predicting buffet boundaries for a wing in transonic flow are reported.

N74-26453 Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

ENGINE INSTALLATION AERODYNAMICS

J. Laynaert In AGARD Prediction Methods for Aircraft Aerodyn. Characteristics May 1974 22 p refs (For availability see N74-26445 16-02)

Aspects of engine installation scrodynamics are considered to include theoretical design, optimization of the engine installation, and experimental study. Air intake, afterbody, and engine/aircraft integration problems are analyzed for high subsonic and supersonic sircraft. High speed and low speed performance are discussed. Comments are made on variable geometry devices. Special attention is given to the significance of the various propulsion and drag balance terms.

N74-26464 Aircraft Research Association, Ltd., Bedford (England).

EXTERNAL STORE AERODYNAMICS FOR AIRCRAFT PERFORMANCE PREDICTION

J. B. Berry In AGARD Prediction Methods for Aircraft Aerodyn. Characteristics May 1974 34 p refs (For availability see N74-26445 16-02)

Some effects of external stores on the serodynamic characteristics of aircraft and in particular the incremental drag due to various types of store installation are described. Examples of drag increments for single and multiple store assemblies installed underwing and underfuselage and the effects of C sub L and Mach number up to high subsonic speeds, illustrate some of the interference features in the aircraft-store flow field which contribute to high or low drag. The prospects for incremental drag prediction, the possible use of calculated or measured flow field data, empirical methods and flight-tunnel comparisons are discussed. Approximate empirical estimation procedures for simple underwing and underfuselage store installations are described. It

is suggested that for multiple store assemblies, opportunities for drag reduction offer considerably more promise than attempts to predict the drag ingrament. Significant drag savings are demonstrated not only for new types of installation but also by relatively simple modifications to existing designs.

N74-26455 Royal Aircraft Establishment, Farnborough (England). SUPPLEMENTARY CONTRIBUTION ON AIRCRAFT PER-FORMANCE CONSIDERATIONS FOR NOISE REDUCTION John Williams In AGARD Prediction Methods for Aircraft Aerodyn. Characteristics May 1974 1 p (For availability see N74-26445 16-02)

The problem of achieving much lower noise levels outside sirport boundaries, while at the same time predicting and quaranteeing the noise field from future aircraft with greater accuracy, is examined. Methods for obtaining reductions in alreraft noise levels are identified. The integration of aircraft performance characteristics, sirframe design, and sirframe-engine sero-acquatic intereference parameters to produce reduced noise tovels is emphasized.

N74-21458# Advisory Group for Aerospace Research and Development. Paris (France). AIRCRAFT DESIGN'INTEGRATION AND OPTIMIZATION. VOLUME 1

Jun. 1974 347 p. refs. In ENGLISH; partly in FRENCH Conf. held at Florence, Italy, 1-4 Oct. 1973

(AGARD-CP-147-Vol-1), Avail: NTIS HC \$20.50

The proceedings of a conference on sircraft design integration and optimization are presented. The subjects discussed include the following: (1) the preliminary design process and its impact on cost, (2) methods and approaches for balancing requirements, depablities, and costs in sirgraft design, (3) analysis, optimization, and validation testing techniques, and (4) the integration of subsystems and application of new technology. For individual titles, see N74-31459 through N74-31484.

N74-31459 Air Force Flight Dynamics Lab., Wright-Patterson AFB. Ohio

THE ROLE OF PRELIMINARY DESIGN IN REDUCING DEVELOPMENT, PRODUCTION AND OPERATIONAL COSTS OF AIRCRAFT SYSTEMS

William E. Lamer In AGARD Aircraft Design Integration and Jun. 1974 7 p (For availability see Optimization, Vol. 1 N74-31458 21-02)

Methods for reducing the development, production, and operational costs of alicraft systems through preliminary design procedures are discussed. The manner in which the preliminary design process is conducted in analyzed. The critical program decisions which are made on the basis of the preliminary design process are identified. The preliminary process is further defined to show the application for assessing the payoff of technical innovations and emerging technologies on system capabilities. Diagrams are provided to show the preliminary design flow chart, system program phases, preliminary design process uses, and dost reduction methodologies. Author

N74-31460 General Dynamics/Fort Worth, Tex. PRELIMINARY DESIGN ASPECTS OF DESIGN-TO-COST FOR THE VF-16 PROTOTYPE FIGHTER

William C. Diatz /n AGARD Aircraft Design Integration and Optimization, Vol. 1 Jun. 1974 18 p (For availability see N74-31458 21-02)

Methods for reducing the development costs of the YF-16 aircraft are discussed. The YF-16 prototype aircraft was conceived and is being developed as a low-cost, exceptionally high-maneuvering-performance fighter aircraft. To meet the cost/ performance objectives, a number of advanced technology features, including vortex lift, variable wing camber, wing/body blending, relaxed static stability/fly-by-wire, and high-performance normal-shock inlet, were optimized and integrated during the preliminary design phase. The basic design concept was to apply these advanced technologies in a way, first, to produce a small-size aircraft and, second to achieve simplicity - both of these design objectives having a direct beneficial effect on the development, acquisition, and life-cycle cost. The resulting configuration is predicted to meet all program cost/performance objectives.

Author

N74-31461 Messerschmitt-Boelkow-Blohm G.in.b.H., Munich (West Germany).

ECONOMIC ASPECTS OF PROTOTYPING

Erich Rutzen (n. AGARD Aircraft Design Integration and Optimization, Vol. 1. Jun. 1974 5 p. refs (For availability see N74-31458 21-02)

The cost aspects and schedule implications involved in a prototype development concept are compared with standardized development philosophies. The time scales of the total system development program and the time scales of the prototype development program are illustrated. The procedures involved in conducting a comparative cost analysis are reported. Diagrams are included to show the budget requirements, accumulated costs at program milestones, specifications uncertainties, and the confidence factor. Organizational charts for the total system development concept and the prototype development concept are also compared.

Author

N74-31462 Douglas Aircraft Co., Inc., Long Beach, Calif. CREATIVE ADVANCED DESIGN: A KEY TO REDUCED LIFE-CYCLE COSTS

Richard E. Black and John A. Stern *In* AGARD Aircraft Design Integration and Optimization, Vol. 1 Jun. 1974 13 p. refs (For availability see N74-31458 21-02)

Advanced design decisions with an impact upon the life cycle costs of aircraft systems are discussed. The impact of advanced design decisions commences during the detail design and development phases, continues into the production phase and becomes a dominant factor during the operational life of the aircraft system. Even for a well defined mission there are many factors bearing on costs that must be considered during the advanced design phase. Several of these have been selected for examination: (1) the number of engines to be used, (2) selection of equipment and systems, (3) the simplification of design, (4) the materials to be used, and (5) the level of avionics sophistication. These advanced design decisions cannot be made solely from a technical or cost standpoint, but must consider the operational environment in which the aircraft system will function as well as the demands of the market place. There are strong indications that the more intense the advanced design effort the lower will be the detailed design, manufacturing and development costs as well as life cycle costs. During the advanced design phase, it is extremely important that the critical wind-tunnel tests be performed to avoid costly redesign after the detailed design drawings have been released. The contribution that creative Advanced Design makes to the development of effective aircraft systems has greatly increased as the result of rising costs. Errors in judgement are now more costly then ever before

N74-31463 Office National d'Etudes et de Recherches Aeronautiques, Paris (France).

CRITICAL ANALYSIS AND LABORATORY RESEARCH Work at the Stage of Aircraft Preliminary Design

Claude Lievens and Philippe Poisson-Quinton In AGARD Aircraft Design Integration and Optimization, Vol. 1 Jun. 1974 26 piet in FRENCH: ENGLISH summary (For availability see N74-31456 21-02)

The requirements to be met by a research laboratory in preparation for the preliminary design phase of sophisticated aircraft development are analyzed. It is stated that the research center must forecast the main trends of aeronautical techniques in order to provide the government services and the constructors with a maximum of information. The required actions of the government techniques services are defined to include. (1) generation of preliminary studies for contractor use. (2) to begin basic research studies. (3) to identify technical risks, and (4) to monitor the progress of works under development and reorient the effort where required.

N74-31464* National Aeronautics and Space Administration Arres Research Center, Moffett Field, Celif. COMPUTERIZED PRELIMINARY DESIGN AT THE EARLY STACES OF VEHICLE DEFINITION

Thomas J. Gregory In AGARD Alroralt Design Integration and Optimization, Vol. 1 Jun. 1974 8 p. refs (For availability see N74-31458 21-02) CSCI 018

The conceptual and preliminary design processes are used to provide information regarding the fessibility and selection of

various approaches to strotaft mission requirements. Decisions influenced by this information often have enormous cost implications at the later stages of the development process and during vehicle operation, yet the resources expended during the sarly phases are usually relatively small and distributed over several alternate approaches. The information provided during these early conceptual and preliminary design phases needs to be credible and complete, even though it must be generated with limited resources. Criteria for acceptance of early design information, modern methods of providing it and suggestions for defining adequate levels of resources to accomplish the objectives of the activity are described. Specific examples of the most difficult type of early design studies, which are those requiring significant undeveloped technology, are used to discuss these points. The examples include design studies and dost estimates of liquid hydrogen fueled aircraft, oblique winged aircraft, and remotely piloted vehicles.

N74-31485 Vereinigte Flugtechnische Werke-Fokker G.m.b.H., Bremen (West Germany). PRELIMINARY DESIGN TECHNIQUES FOR UNMANNED, REMOTE PILOTED VEMICLES

R. Staufenbiel and H. Schmidtlein /n AGARO Aircraft Design Integration and Optimization, Vol. 1 Jun. 1974 14 p (For availability see N74-31458 21-02)

The steps involved in the design of remotely piloted vehicles are discussed. Specific areas of concern are: (1) combat tactics, (2) weapony, (3) sensors, (4) payload and range, (5) guidance and control, and (6) maintainability, storability, and vulnerability. The characteristics of a typical RPV are analyzed to provide an example of the important factors which are involved in the design procedure.

Author

N74-31486 Hawker Siddeley Aviation, Ltd., Hatfield (England), AN APPROACH TO DESIGN INTEGRATION
Anthony W. Biahou and Alan N. Page /// AGARD Airgraft

Anthony W. Bishop and Alan N. Page In AGARD Airural Design Integration and Optimization, Vol. 1 Jun. 1974 16 refs (For availability see N74-31458 21-02)

The nature of an aircraft design team and the techniques to be integrated into the organization to improve design efficiency are discussed. The structure and implementation of new techniques which have been applied to the preliminary stages of design in Hawker Siddeley Aviation are stressed. Block diagrams are developed to show the data base mechanism, the interaction between applications programs and the data base, and the flow of typical project study activities. The costs and benefits of the system of design are analyzed.

Author

N74-31467 Bueing Commercial Airplane Co., Seattle Wash. DESIGN EVOLUTION OF THE BOEING 2707-300 SUPER-SONIC TRANSPORT. PART 1: CONFIGURATION DEVELOPMENT, AERODYNAMICS, PROPULSION, AND STRUCTURES

W. C. Swan In AGARD Arcraft Design Integration and Optimization, Vol. 1 Jun. 1974 18 p (For availability see N74-31458 21-02)

The design activities involved in developing the Boeing 2707 supersonic transport sicraft are discussed. The history of the design activity is presented to show areas where failure and/or misconception occurred due to insufficient knowledge and to show how the shortcomings were corrected or avoided in subsequent configuration evaluations. Emphasis is placed on selected areas where preliminary design tools could be improved. The various design configurations are illustrated and their technical features are analyzed. The structural design features of various components are described and illustrated. The operational objectives on which the preliminary planning was based are defined. The functions of specific segments of the organization. Author Authors.

N74-21468 Boeing Commercial Airpiene Co., Seattle, Wash. DESIGN EVOLUTION OF THE BOEING 2707-300 SUPER-BONIC TRANSPORT. PART 2: DESIGN IMPACT OF HANDLING QUALITIES CRITERIA, FLIGHT CONTROL SYSTEM CONCEPTS, AND AEROELASTIC EFFECTS ON STABILITY AND CONTROL

W. T. Kehrer In AGARD Aircraft Design Integration and Optimization, Vol. 1 Jun. 1974 10 p refs (For availability see N74-31458 21-02)

The intensive efforts undertaken to develop an economically competitive SST are discussed. New design approaches in the areas of airpiene longitudinal control and stability and flight control systems design were developed. Extensive research work was

conducted to push the state of the art as hard as possible in the development of handling qualities criteria and in the design evolution of the stebility augmentation system. The end product was a control-configured vehicle employing multiple redundant electronic stability augmentation systems to meet design requirements for both normal handling qualities and minimum-safe handling qualities. This design approach contributed substantial gains in range/payload capability over that attainable through the conventional approach that inhibits airplane design through the requirement to provide inherent aerodynamic stability. Throughout all of the design development work the effects of structural aeroelastics on aircraft stability and control played a major role in configuration design decisions. The complex engineering work involved in the sercelastic analyses paced the configuration development design cycles and contributed substantially to the total engineering costs. The experience gained in these areas has identified the need for improved quality. automated aeroelastic analysis methods to speed the design development work and reduce the engineering costs and design

N74-31468 British Aircraft Corp., Preston (England). Military Aircraft Div

RECENT EXPERIENCE FROM BAC AIRCRAFT FOR NATO
P. J. Midgley /n AGARD Aircraft Design Integration and
Optimization, Vol. 1 Jun. 1974 10 p ref (For availability see N74-31458 21-02)

An analysis of trends in total cost of ownership of combat aircraft was developed. The life cycle cost analysis is related to the Air Force budget and ways are considered in which the rising costs of Air Force operations may be alleviated. The subjects discussed include the following: (1) Air Force budget trends, (2) the procurement process, (3) life cycle costs, (4) isuach and acquisition costs, (5) development philosophy, (6) operating costs. and (7) training costs. Charts, graphs, and diagrams are included to illustrate the contents of the text

N74-31470 Aeronautical Systems Div., Wright-Patterson AFB, Ohlo.

THE F-15 DESIGN CONSIDERATIONS

Harry E Rifenberk and Richard D. Highet In AGARD Aircraft Design Integration and Optimization, Vol. 1 Jun. 1974 11 p (For availability see N74-31458 21-02)

The major design considerations of the F-15 air superiority aircraft are traced from the initial requirements, through the design, and into the flight testing. Selection of the overall configuration is discussed with particular emphasis on the wing, inlet, and secondary power design. The ground and flight test programs are briefly reviewed

N74-31471 Dornier-System G.m b H., Friedrichshafen (West

SYSTEM ANALYSIS FOR A BATTLE-FIELD AIR SUPERIOR-ITY FIGHTER PROJECT WITH RESPECT TO MINIMUM COST

Johannes Spintzyk In AGARD Aircraft Design Integration and Optimization, Vol. 1 Jun 1974 14 p. refs (For availability see N74-31458 21-02)

The battle-field air superiority fighter is an air defense aircraft with the function to gain and to hold air superiority over the combat area for limited time and limited operational area. For given budget the fleet effectiveness can be optimized by reducing the price of the aircraft thus allowing for a higher number of aircraft. Mainly a low cost design can be achieved by minimizing the take-off weight. Design philosophy is to adjust range. payload and equipment to absolute necessary requirements thus arriving to a simple design, but not to compromise air combat capability. For the evaluation of different solutions a method is discussed which shows the role of aircraft characteristics with respect to air combat and which can be used in the preliminary design phases. In the present paper, the influence of mission and design parameters of range, combat time, wing loading and thrust/weight ratio on take-off weight, system cost and air combat. effectiveness for the battle-field air superiority fighter is shown. Different versions of a battle-field air superiority fighter are presented and comparative results shown.

N74-31472 Aeronautical Systems Div., Wright-Patterson AFB. Ohlo.

THE B-1 BOMBER: CONCEPT TO HARDWARE

Robert J. Patton. In AGARD. Aircraft Design Integra- n and Optimization, Vol. 1. Jun. 1974. 10 p (For availability see Optimization, Vol. 1 N74-31458 21-02)

The development of the B-1 bomber aircraft is traced from the initial conceptual studies to the hardware production. The interaction of the B-1 regularments and advanced technology is emphasized. The preliminary design process is examined and the hardware product is compared with earlier designs. The icssons learned from the analysis are summarized. The mission of the B-1 aircraft is defined and specific operational requirements are considered to show the rationale of design decisions.

N74-31473 Boeing Aerospace Co., Seattle, Wash. Aeronautical and Information Systems Div. DESIGN OF VERY LARGE AIRPLANES FOR LEAST SYSTEM COST

Robert B. Brown In AGARD Arroraft Design Integration and Optimization, Vol. 1 Jun. 1974 6 p (For availability see N74-31458 21-02)

An analysis was conducted to determine the design and development techniques for large stroraft which would result in the least system dost. The effects of program and total life cycle costs are examined to show the effects on starting new aircraft development. Methods for designing an aircraft to maintain low cost are described and illustrated. Specific examples of aircraft designed for various missions are investigated to show the various approaches which were taken to keep down development

N74-31474* National Aeronautics and Space Administration. Langley Research Center, Langley Station, Vs.

INTEGRATED, COMPUTER AIDED DESIGN OF AIRCRAFT R. R. Heldenfels In AGARD Alteraft Design Integration and Optimization, Vol. 1 Jun. 1974 12 p refs (For availability see N74-31458 21-02)

CSCL 01B

The design process for conseptual, proliminary, and detailed design of aircraft is discussed with emphasis on atructural design. Problems with current procedures are identified and improvements possible with an optimum man-computer team using integrated, disciplinary computer programs are indicated. Progress toward this goal in serospace and other industries is reviewed, including NASA investigations of the potential development of Integrated Programs for Aerospace-Vehicle Design (IPAD). The benefits expected from IPAD lead to the conclusion that increased use of the computer by a man-computer team that integrates all pertinent disciplines can create aircraft designs better, faster,

N74-31475 Versinigts Flugtechnische Werke G.m.b.H., Bremen (West Germany).

PROJECT WEIGHT PREDICTION BASED ON ADVANCED STATISTICAL METHODS

Wolfgang Schneider In AGARD Aircreft Design Integration and Optimization, Vol. 1 Jun. 1974 20 p refs (For availability see N74-31458 21-02)

A survey of the possibilities of mathematical statistics for engineering evaluation of reliable data sets for design weight estimates of first level accuracy was conducted Based on a form of regression analysis, several statements which are adapted for finding weight prediction formulas are described. The two principle statements are: (1) constraint regression for development formulas which give physically interpretable weight trends, using methods of quadratic optimization and (2) nonlinear regression statements which are solved by using iterative computer mutines. Practical examples to show the possibilities of applying statistical evaluations are included.

N74-31476 Auronautical Systems Div., Wright-Patterson AFB, Ohio.

POTENTIAL PAYOFF OF NEW ARRODYNAMIC PREDIC-TION METHODS

Richard H. Klepinger and Robert Weissman In AGARD Aircraft Design Integration and Optimization, Vol. 1 Jun. 1974 refs (For availability see N74-31458 21-02)

The trade studies and design compromises to optimize the aircraft configuration for specific purposes are discussed. Typical problems involved in the stroraft design process are examined. Illustrations are provided to show the performance improvement which resulted from design modifications to various aircraft. Methods for accurately prodicting the performance of an aircraft prior to flight test are reported. Design criteria based on lateral-directional static stability have been developed to reveal possible problems relative to departure characteristics and spin susceptibility. It is stated that the application of three dimensional

serodynamic analysis methods and spin prevention criteria early in the development of a new aircraft may be the key to better design optimization and improved integration of the compo-

N74-31477 Royal Aircraft Establishment, Farnborough (England) INITIAL-DESIGN OPTIMISATION ON CIVIL AND MILITARY AIRCRAFT

D. L. I. Kirkpatrick and M. J. Larcombe. In AGARD. Alreast Design Integration and Optimization, Vol. 1. Jun. 1974. 18 p. refs (For availability see N74-31458 21-02)

The development of a computer program which can optimize the preliminary design of a subsonic, swept-wing, jet transport aircraft is discussed. The program can be used to assess rapidly the effects on the optimum design of changes in the specified performance or of advances in aerodynamic, structural, or engine technology. Compound optimization functions, including several of the aircraft characteristics, with different weighting factors can be used to produce designs in which large improvements in some characteristics have been obtained with small penalties in

N74-31478 Societe Nationale Industrielle Aerospatiale. Peris (France)

NEW TECHNOLOGIES AND MAINTENANCE OF HELICOP-TERS

Jacques Andres In AGARO Aircreft Design Integration and Optimization, Vol. 1 Jun. 1974 13 p in FRENCH (For availability see N74-31458 21-02)

Two fundamental criteria are proposed to study helicopter maintenance: specific costs which constitute the reference for the purchase price of the helicopter and the specific operational price which constitutes the reference cost in helicopter utilization. Data are also given on the problem of cost of performance, security, and comfort in helicopter design. The contribution of new technologies to actual helicopter cost effectiveness was Transi, by E.H.W.

N74-31479 Vereinigte Flugtechnische Werke G.m.b.H., Bremen (West Germany)

DESIGN OPTIMIZATION OF THE VAK 1918 AND ITS EVALUATION BASED ON RESULTS FROM THE HARD-WARE REALISATION AND TEST DATA

Rolf Riccius and Bernhard Wolf In AGARD Aircraft Design Integration and Optimization, Vol. 1 Jun. 1974 19 p. refs (For availability sam N74-31456 21-02)

The design optimization procedure for the VAK 1918 fighter aircraft is discussed. The procedure of design optimization is evaluated based on the results obtained from ground and flight tests. The emphasis in the original planning was placed on sircraft performance. The results of the tradeoff studies in combination with point design studies are reported. The different approaches to the power plant selection are defined. The rationale behind the final selection of the serodynamic configuration is explained. Author

N74-31480 Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

CONCEPT CCV AND SPECIFICATIONS

Jean-Claude Wanner /n AGARD Aircraft Design Integration and Optimization, Vol. 1 Jun. 1974 6 p. In FRENCH; ENGLISH summary (For availability see: N74-31458 21-02)

The application of the control configured vahicle (CCV) concept to the design stage of new aircraft is discussed. The systems considered under the CCV concept are (1) static stability compensation, (2) maneuver load control. (3) active ride control. and (4) active flutter control. The overall goal of the CCV concept is to take advantage of the most recent technological progress in electronics and to make use of new types of control actuators in order to satisfy the compromise between performance, handling qualities, lifetime, and cost.

N74-31481 Bosing Co., Wichita, Kans. INTRODUCTION OF CCV TECHNOLOGY INTO AIRPLANE DESIGN

Richard B. Holloway In AGARD Aircraft Design Integration and Optimization, Vol. 1 Jun. 1974 16 p refs (For availability see N74-31458 21-02)

The control configured vehicle (CCV) aircraft design process is compared with conventional design procedures. The CCV procedure capitalizes on the potential of considering advanced flight control concepts during the initial parametric studies and trades. Formulation of the parametric aircraft can also be altered by the CCV approach, since traditional empirical design procedures no longer necessarily apply. CCV studies indicate that the most significant performance improvements are achieved in the following functions. (1) augmented stability. (2) gust load alleviation, (3) maneuver load control. (4) fatigue reduction, (5) ride control, and (5) flutter mode control.

N74-31482 Lockheed-Georgia Co., Marietta. AVIONIC FLIGHT CONTROL SUBSYSTEM DESIGN AND INTEGRATION IN THE C-5 AIRPLANE £05

W. Elton Adams In AGARD Alteraft Design Integration and Optimization, Vol. 1. Jun. 1974 12 p. refs (For availability see N74-31458 21-02)

The preliminary design process influence on the C-5 avionic flight control system development, production, and operational cost is discussed. The design decisions made during the preliminary design phase relative to the stability augmentation systems illustrate the extent of the impact on the design, test, manufacture, and installation of the avionic systems. These decisions lio acquisition costs, (5) development philosophy, (6) operating costs, and (7) training costs. Charts, graphs, and diagrams are included to illustrate the contents of the text

N74-31483 Messerschmitt-Boelkow-Blohm G.m.b.H., Munich

ADVANCEMENTS IN FUTURE FIGHTER AIRCRAFT
Wolfgang Herbst In AGARD Aircraft Design Integration and
Optimization, Vol. 1 Jun. 1974 7 p. refs (For availability see N74-31458 21-02)

An analysis of advanced design technology as applied to future lighter aircraft was conducted. The following conclusions were reached: (1) a new aircraft development can be justified if the performance of the new aircraft exceeds that of the old by 15 to 20 percent, (2) foresseable technological air frame advances. such as CCV and composites, do not justify the development of new weapon systems, per se, (3) refent engine technology advances allows a performance improvement which will justify new aircraft design, and (4) foreseeable air frame advances will pay off if applied to new aircraft development.

N74-31484 Ministry of Defence, London (England). ESTIMATION OF PROGRAMMES AND COSTS FOR MILITARY AIRCRAFT

J. C. Morrell In AGARD Aircraft Design Integration and Optimization, Vol. 1 Jun. 1974 14 p (For svalidability see N74-31458 21-02)

The purposes, history and methods of budgetery estimation for military alreaft development programs conducted by the United Kingdom are discussed. The derivation of the methods are analyzed using the airframe as the main example. The use of the timescale, resources, and cost estimating techniques to provide cost trade-offs for different siroraft operational capabilities is demonstrated. The main purposes served by the budgetary estimate. are. (1) planning and funding, (2) project selection, appraisal, and approval, and (3) assessment of future loading on the aircraft industry for serospace policy decisions.

N74-32420# Advisory Group for Aerospace Research and Development, Paris (France).

PRELIMINARY AIRCRAFT DESIGN

Clem C. Weitsman Jun. 1974 189 p refs. Partly in ENGLISH and partly in FRENCH. Lecture series presented at Brunswick, West Germany, 6-7 May 1974, Breds, Netherlands, 9-10 May 1974, and Cranfield, England, 13-14 May 1974 (AGARD-LS-68) Avail: NTIS HC \$12.50

An analysis of preliminary aircraft design procedures was conducted to show the response to a proposed military requirement with the first estimate of a complete aircraft configuration. The decision rationals and the initial estimation of size, weights, lift and drag, performance, and cost is presented with respect to the payload for various eigenst types and classes and the proposed mission. Emphasis is placed on how this small preliminary design team must make the first decisions regarding technical feasibility and operational desirability. An experienced design team can predict with sufficient accuracy the overall weight. configuration, performance, and cost to permit confident decision to proceed with advanced development of the project. For Individual titles, see N74-32421 through N74-32426.

N74-32421 Advisory Group for Aerospace Research and Development, Paris (France). INTRODUCTION TO PRELIMINARY AIRCRAFT DESIGN Clem C. Weissman. In its Prelim. Aircraft Design. Jun. 1974 2 p (For availability see N74-32420 22-02)

The satisfaction of military sirgraft requirements as it affects the size and performance of sirgraft is discussed. The basic boundaries for the new sirgraft design are defined as: (1) the operational concept for the dominating mission and physical boundaries, (2) the aircraft performance desired with respect to aircraft speed, range, altitude ceiling, acceleration, and payloads, and (3) physical constraints as determined by ground support facilities. The procedures to be followed in arriving at a three view drawing and a weight and balance statement are briefly explained. Some of the compromises which must be met in eircraft design are explained.

N74-32422 Avions Marcel Dassault-Breguet Aviation, Saint-

PRELIMINARY DESIGN OF CIVIL AND MILITARY AIR-CRAFT AT AVIONS MARCEL DASSAULT-BREQUET AVIATION

J. Czinczenheim In AGARD Prelim. Aircraft Design Jun. 1974 In FRENCH and ENGLISH (For availability see refs N74-32420 22-02)

The procedures followed by a French streraft manufacturing company in the design and production of military and civilian aircraft are discussed. The subjects considered include the following: (1) the organization of the preliminary project staff. (2) the responsibilities of the project engineer or program manager, and (3) iterative steps to be followed in arriving at the preliminary singraft configuration. The design procedures which followed in the development of specific military and civilian aircraft are analyzed. The steps which are taken to predict the performance of the preliminary design configuration are explained. The evaluation of lift and drag characteristics at the preliminary design stage is emphasized. The functions of a weapon system department with respect to the preliminary project phase, the detailed definition phase, integration tests, and the integration of production equipment are outlined.

N74-32423 British Aircraft Corp., Preston (England).
PROPULSION/AIRCRAFT DESIGN MATCHING EXPERI-ENCF

Raymond F. Creasey In AGARD Freilm, Aircraft Design Jun. 1974 72 p (For availability see N74-32420 22-02)

The procedures for matching propulsion systems and sirframes to obtain specific performance standards are described. The actual experiences of aircraft development for a reconnaissance aircraft. a fighter aircraft, a supersonic transport, and a subsonic transport are reported. Data are presented in the form of graphs to show aircraft performance in terms of speed versus sititude, fuel consumption versus range, and thrust and drag characteristics. The various formulas and mathematical models which are used to obtain the desired match of power plant and airframe for various mission requirements are included. The application of computer techniques for the optimization of serodynamic configurations is discussed.

N74-32424 Messerschmitt-Boeikow-Blohm G.m.b.H., Munich (West Germany). DESIGNING FOR MANEUVERABILITY: REQUIREMENTS

AND LIMITATIONS Helmut Langfelder In AGARD Prelim. Aircraft Design Jun.

1974 18 p (For svallability see N74-32420 22-02) Based in the technology expected to be operationally available

in the 1970 time period, the design requirements and relevant design trades to ensure adequate maneuverability of military aircraft are discussed. The basic contradiction of range versus payload and maneuverability requirements are treated from the point of view of preliminary design. Maximum lift and buffet panatration as well as maneuver devices are presented. Reference is made to cost implications. A point design for extreme maneuverability is analyzed with respect to the characteristics of balanced design for fighter sircraft. Author

N74-32426 LTV Aerospage Corp., Dallas, Tex. MODERN ENGINEERING METHODS IN AIRCRAFT PRELIMINARY DESIGN

W. W. Huff, Jr. In AGARD Freilm. Aircraft Design Jun. 1974 16 p refe (For availability see N74-32420 22-02)

The impact of computer technology on modern engineering methods for the preliminary design of aircraft is discussed. Large capacity digital computer systems and their peripheral equipments provide the opportunity to bring all significant technical and managerial disciplines together in an integrated program. Most

design synthesis computer programs are constructed in a modular fashion, which are controlled by the technical disciplines responsible for the state-of-the-art in each particular area. In general, these disciplines will apply the input data at a level of detail consistent with the phase of the preliminary design process. The phases of preliminary design which are considered are: (1) program definition, (2) concept formulation, and (3) contract definition.

N74-32426 General Dynam.cs/Fort Worth, Tex. Convair Aerospace Div.

THE TEAM LEADER'S ROLE IN DESIGN TO COST PRE-LIMINARY DESIGN

Lyman C. Josephs, III In AGARD Prelim, Aircraft Design Jun. 1974 9 p (For availability see N74-32420 22-02)

The organization and functions of a typical Air Force weapon systems office involved in aircraft development are discussed. Emphasia is placed on the YF-16 sircraft program. The management approach of the office is described. The contract requirements to accomplish the objectives for the prototype program are defined. Charts are developed to show the schedule for the YF-16 prototype program and the total budget cost versus actual expenditures are shown. The configuration changes which occurred since approval of the contract are discussed to show the effects on expenses and weapon system development.

N74-33449# Advicory Group for Aerospace Research and Development, Paris (France).

HELICOPTOR OPERATIONAL LOADS SPECTRUM AND DESIGN CRITERIA

A. J. Gustafson, Jr. (Army Mobility R and D Lab., Fort Eastis, Va.) Jul. 1974 11 p rafts (AGARD-R-822) Avail NTIS HC \$4.00

The USAAMHDL helicopter loads programs have proceeded along three complementary lines: (1) loads prediction techniques (2) mission spectrum development, and (3) loads measurement. The lands measurement programs involved the measurement of several flight parameters on helicopters performing actual missions in SEA and CONUS The flight parameters were strapeed. altitude, vertical, lateral, and longitudinal acceleration at the helicoptor's center of gravity, outside air temperature; main rotor speed, engine torque, and longitudinal, lateral, and collective stick positions versus time. Five basic types of aircraft were instrumented cargo, craire, utility, observation, and gunship. The operational profilm deduced from the field data were compared to the profiles used in the design of the aircraft. The results of this effort are correctly being used to construct mission profiles for the next guneration designs for these types of

N74-34488# Advisory Group for Aerospace Research and Development, Paris (France). TECHNICAL EVALUATION REPORT ON THE AGAND

SPECIALISTS MEETING ON DESIGN AGAINST FATIGUE J. B. DeJong (Natl. Aerospace Lab., Amsterdam) Aug. 1974

(AGARD-AR-71) Avail: NTIS HC \$4.00

Properties and performance data on fighter aircraft fatigue are exemined. Demage tolerance associated with structural safety and inspectability is considered, along with flight load monitor-

N75-10053# Advisory Group for Aurospace Research and Development, Palis (Franco).

CRITICAL REVIEW OF METHODS TO PREDICT THE BUFFET CAPABILITY OF AIRCRAFT

Heimut John (Messerschmitt-Boelkow Blohm G.m.b.H., Munich) Sep 1974 33 p refs

(AGARD-R-823) Avail: NTIS HC \$3.75

A general survey of methods for predicting the buffet penetration capability of atteraft of various configurations is presented The influence that limiting factors may have on the performance of a fighter aircraft is analyzed. The sensitivity of turn rates at subsonic, transonic, and supersonic speeds are examined. The effects on structural aspects to include fatigue

life of the airframe and weapon system performance are explained Graphs of typical buffeting conditions are included. Author

N75-10054*# Advisory Group for Aerospace Research and Development, Paris (France)

TRANSONIC BUFFET BEHAVIOR OF NORTHROP F-BA AIRCRAFT

Chintsun Hwang (Northiop Corp., Hawthorne, Calif.) and W. S. Pi (Northrop Corp., Hawthorne, Calif.) Sep. 1974 33 p. refs (Contract NAS2 6475)

(NASA CR-140939, AGARD-R 624) Avail NTIS HC \$3.75 CSCL 01C

Flight tests were performed on an F.5A arcraft to investing atte the dynamic buffet pressure distribution on the wing surfaces and the responses during a series of transonic maneuvers called wind up turns. The conditions under which the tests were conducted are defined. The fluctuating buffet pressure data on the right wing of the sincraft were acquired by ministurized semiconductor-type pressure transducers flush mounted on the wing. Processing of the fluctuating pressures and responses included the generation of the auto- and cross-power spectra, and of the spatial correlation functions. An analytical correlation procedure was introduced to compute the shoraft response spectra based on the measured buffet pressures.

Author

N75-15641 Advisory Group for Aerospace Research and Development, Paris (France). EFFECTS OF SURFACE WINDS AND GUSTS ON AIRCRAFT DESIGN AND OPERATION Nov. 1974 95 p refs

(AGARD-R-828) Avail: NTIS HC \$4.78

An analysis of the effects of surface winds and gusts on aircraft stability and control is presented. The analysis is applied to the development of sirframes, improvement of basic aliworthiness, better flight characteristics through gust load alleviation, and methods for avoiding atmospheric turbulence. The subjects discussed are as follows: (1) the wind obsracteristics in the planetary bountlary layer, (2) research on seronautical effects of surface winds and gusts, and (3) the use of radiosonde data to derive atmospheric wind shears for small shear increments. Graphs and tables of wind obsracteristics, wind speed dispersion, and statistical analyses of gust load conditions. For individual titles, see N75-18642 through N75-18644.

N75-15642 Atmospheria Sciences Lab., White Sands Missile Range, N.Mex.

WIND CHARACTERISTICS IN THE PLANETARY BOUNDARY LAYER

Henry Rachele and Manuel Armendariz In AGARD Effects of Surface Winds and Gusts on Aircraft Design and Operation Nov. 1974 p 1-88 refs (For availability see N75-15641 07-08)

Equations, graphs, correlation coefficients, and tabulated results describing wind shear, gust factors, wind variability, and the turbulent characteristics of the atmosphere are presented. Data were collected in the planetary boundary layer at White Sands Missile Range (WMSR), New Mexico. When possible, results were compared with those obtained by other investigators in other pans of the country. In most cases, it was found that aimple mathematical models could be used to describe the meteorological parameter as a function of stability. Author

N75-15642 Royal Aircraft Establishment, Farnborough (England). Aerodynamics Dept.

UK RESEARCH ON AERONAUTICAL EFFECTS OF SUR-FACE WINDS AND GUSTS

J. G. Jones In AGARD Effects of Surface Winds and Gusts on Alcoraft Design and Operation Nov. 1974 p 59-78 refs (For availability see N75-15641 07-05)

An outline of topics concerning serons ities effects of surisce winds and gusts currently under investigation in the UK or planned for future research is presented. Emphasis is upon effects on aircraft handling and ride qualities, although attention is drawn to the influence of handling performance upon loads experienced in turbulence. Particular areas discussed include turbulence models and related procedures for aircraft airworthiness requirements, turbulence models for ground-based simulation, criteria for aircraft ride quality, the representation of the human pilot in analytical studies of flight in turbulence, and the use of active controls for gust alleviation.

Author

N75-18644 Army Missile Research, Development and Engineering Lab., Redatone Arsenal, Ala.
USE OF RADIOSONDE DATA TO DERIVE ATMOSPHERIC WIND SHEARS FOR SMALL SHEAR INCREMENTS

Oskar M. Essenwanger /n AGARD Effects of Surface Winds and Gusts on Aircraft Design and Operation Nov. 1974 p 79-88 refs (For availability see N75-15841 07-05)

The wind vector shear in the lowest 5000 feet for the 90, 95 and 99 percent threshold of the annual ournulative distribution and the maximum shear from 14 stations of the olimatological ringbook and 27 stations of unpublished vector shear distributions are derived. All data were normalized to a 100 m shear interval by a formula. The outcome of the analysis confirms that the vector shear decreases from the surface to a minimum at around 2 km. A definite latitudinal dependence can be discovered with the mid-latitudes exposing the strongest shear while the polar or tropical zones display significantly lower values. Tables for 100 m and 50 m shear intervals are given for the average 90, 95 and 99 percent threshold and the maximum shear within three typical geographic zones (polar, mid-latitude and tropical), and for the station with the strongest shears within that zone.

Author

N78-32088# Advisory Group for Aerospace Research and Development, Parls (France).

FLUTTER SUPPRESSION AND STRUCTURAL LOAD ALLEVIATION

Jul. 1975 94 p. refs. in ENGLISH and partly in FRENCH Presented at the 40th meeting of the Struct; and Mater. Panel, Brussele, 13-18 Apr. 1975 (AGARD-CP-175) Avail: NTIS HC \$4.75

Conference data on advances made in the eres of flutter suppression and structrual load alleviation are summarized. Particular attention was given to system design, behavior, reliability, safety and redundancy, as found by analyses, model and flight tests. The use of active controls to suppress flutter was the dominant subject. The general problem was explored and specific examples and experiences were also presented. Flutter control of the wing/store combination, of the empannage and of a straight wing were studied, wind tunnel tests were discussed, automatic pilotage in turbulent air was examined and the mechanization of active controls was reviewed. For individual titles, see N75-32097 through N75-32104.

N75-32097 McDonnell Altereft Co., St. Louis, Mo. DESIGN CONSIDERATIONS FOR AN ACTIVE SUPPRESSION SYSTEM FOR FIGHTER WING/STORE FLUTTER C. H. Perisho, W. E. Triplett, and W. J. Mykytow (AFFDL) In AGARD Flutter Suppression and Structural Load Alleviation Jul. 1975 19 p. refs (For availability see N75-32095 23-05)

Results from a previous study on wing/store flutter are extended in a preliminary system design to determine realistic system integration features, and to provide a fassibility evaluation of a completely automatic, pilot-out-of-the-loop, adaptive active flutter control system which automatically adjusts a system gain and compensation for different stores on the alcuraft. Information obtained included a definition of details involving hydraulic and structural modifications, hardwere and software components, flight safety features, expected performance benefits and limitations, and program plans for a wind tunnel verification effort and subsequent flight test demonstrations.

Author

N75-32098 British Aircraft Corp., Filton (England). Commercial Aircraft Div.

ACTIVE FLUTTER SUPPRESSION

M. R. Turner In AGARD Flutter Suppression and Structural Load Alleviation Jul. 1975 14 p refs (For availability see N75-32095 23-05)

The use of Root-locus, Nyquist plots and state space theory in the design of active flutter suppression feedback laws is discussed. The concept of an optimum flutter suppression pole placement requirement is introduced. Osscription and examples are given of Dressler's and Kalman's dynamic observers for state space feedback when only one transducer is used. Examples are given of the effectivelises of freabsok laws at off-design conditions for three different types of streats. The effect of sileron power control unit rate limit on the sileron control of haud flutter of a high aspect ratio wing in the presence of discrets and random gusts was shown. For a capability of 180 deg/sec., a 20 percent increase of flutter speed can be softward with very large weight savings. The cutoff frequency usually quoted for the transfer function of power control units is shown to underestimate its flutter control capabilities. The possible need for feedback laws based upon flight test measurements is

N75-32099 Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany).

ACTIVE CONTROL OF EMPENNAGE FLUTTER

O. Sensburg, H. Hoenlinger, and M. Kuehn. In AGARD. Flutter Suppression and Structural Loed Alleviation. Jul. 1975. 11 p. refs (For availability see N75-32096 23-05)

After a successful application of the active flutter control technology on a wingstore flutter problem, an extension of this technology to an empennage fluster problem was considered. The task was to develop, build and test a control system which actively suppresses a total airplane model flutter problem by counteracting with a hydraulically driven rudder. The flutter phenomenon described is characterized by large contributions of fuselage torsional movement therefore producing high inertial forces in comparison with unsteady serodynamic forces. These properties lead to a mild onset of flutter. For the same reason no rapid phase changes of the flutter mode near the flutter point are necurring

N76-32100 Boeing Co., Wichita, Kens. WIND TUNNEL INVESTIGATION OF CONTROL CONFIG-URED VEHICLE SYSTEMS

G. O. Thompson and F. D. Sevart In AGARD Flutter Suppression and Structural Load Alleviation Jul. 1975 8 p

availability see N75-32096 23-05)

Research studies was conducted to demonstrate active flutter mode control and forward body ride control systems on a one-thirtieth scale 8-526 seroelastic model. The NASA model, originally designed and constructed for low speed gust response testing, was modified to represent the simplane used in the 8-52 control configured vehicle (CCV) fight test program. The CCV program flutter mode control and vertical ride control systems were scaled to model frequency and tested in the transcolo dynamics tunnel at conditions equivalent to sirplene flight test conditions. Wind tunnel test results were compared with model analytical and airplane flight test results. The good correlation demonstrates wind tunnel test models can be employed to verify CCV system analysis and synthesis results, thus reducing risks involved in a new simplene development.

N75-32101 Office National d'Etudes et de Recherches Asconnatiales, Paris (France) CLOSED FORM EXPRESSION OF THE OPTIMAL CONTROL

OF A RIGID AIRPLANE TO TURBULENCE Gabriel Coupry In AGARD Flutter Suppression and Structural Load Alleviation Jul. 1975 B p. refs. in FRENCH; ENGLISH summary (For availability see: N75-32096 23-05)

An explanation is given as to how Wiener's theory makes it possible to derive in closed form, the transfer function of the filter used for control. It shows that this transfer function can be expressed in autoadaptative form, the poles being proportional to the velocity of the aircraft. The influence of parameters like mass, scale of turbulence, is discussed. Finally, a comparison is given between results of flight test and prediction. Author

N75-32102 Office National d'Etudes et de Recherches Aerospatiales, Paris (France). WIND TUNNEL TEST OF A FLUTTER SUPPRESSOR ON A STRAIGHT WING

Roger Destuynder in AGARD Flutter Suppression and Structural Load Alleviation Jul. 1978 3 p. In FRENCH; ENGLISH summary

(For availability see N75-32096 23-05)

A study was made of flutter due to a load hung under the wing of an aircraft. Special attention was given to aerodynamic and natural structural modes. Using an aerodynamically undoubled control surface made it possible to simplify the transfer function of the servo-system. The control obtained this way is not optimal, but it does not require a precise knowledge of the serodynamic forces and the wing dynamic characteristics, and provides an increased damping ratio in the whole velocity range. Author

N75-32103 Sperry Rand Corp., Phoenix, Ariz. MECHANIZATION OF ACTIVE CONTROL SYSTEMS James B. Flannigan and Thomas B. Efficit. In AGARD. Flutter Suppression and Structural Load Alleviation Jul. 1975 14 p. refs (For availability see N75-32096 23-05)

Characteristics and limitations of current active control systems, in their ability to satisfy the requirements of more pregise control of gain/phase relationships and flight safety implications, are discussed. Solutions to the potential shortcomings of these systems were also covered.

N75-32104 Hydraulic Research and Mfg. Co., Valencia, Calif. HYDRAULIC CONTROLS FOR ACTIVE FLUTTER SUPPRES-SION AND LOAD ALLEVIATION

Don A. Wiggins In AGARD Flutter Suppression and Structural toad Alleviation Jul. 1976 12 p refs (For availability see N75-32096 23-05)

A description is given of how system requirements influence the design and redundacy mechanizations of the hydraulic actuation portion of the flight control system. Some of the redundant hydraulic actuation concepts being used on sovenced vehicles such as the NASA F-8 digital fly-by-wire sircreft and the space shuttle are discussed by examples. A summary is given of the present technology available in the field of redundant electrohydraulic actuation systems.

N76-15146# Advisory Group for Aerospace Research and Development, Paris (France).

HANDLING QUALITIES SPECIFICATION DEFICIENCIES

A. G. Barnes Nov. 1975 23 p. refs
(AGARD-AR-89). Avail: NTIS. HC \$3.60

A summary is presented on the contributions received from NATO nations on the deficiencies of six different handling qualities specifications. They are: Mil-H-8501, Mil-F-8786-B. TSS-3. Mil-F-83300, AR 577, AvP 970. The purpose was to determine those portions of the various handling qualities specifications which were inadequate or overly restrictive. The result shows that there were not a great many nevere deficiencies, and those that were found were not entirely unexpected. The collected comments illustrate the difficulty of collecting information from design or certification authorities which quantifies flying qualities. Difficulties arise because the information needed to compare an early aircraft design with a current specification is often not svallable; also there is a reluctance to publicize information which might show a particular aircraft in a bad light. The need for further research is shown.

N76-17092# Advisory Group for Aurospace Kessarch and Development, Paris (France) SPECIALISTS MEETING ON STRUCTURAL LESIGN TECHNOLOGY

Nov. 1975 163 p refs partly in ENGLISH and FRENCH Presented at the 40th Meeting of the Struct, and Mater. Panel. Brussels, 13-18 Apr. 1975

(AGARD-CP-184) Avail: NTIS HC \$6.75

The many problems of dynamics, aerodynamics and stress, which are involved in aircraft structural design, are discussed. For individual titles, see N78-17093 through N78-17100.

N76-17093 Hawker Siddeley Aviation Ltd., Woodford (England). THE SIGNIFICANCE OF VARIOUS MANAGEMENT AND TECHNICAL TECHNIQUES ON AIRCRAFT STRUCTURAL DESIGN

Alan James Troughton In AGARD Specialists Meeting on Structural Design Technology Nov. 1975 16 p refs (For availability see N78-17092 08-05)

Techniques are summarized which are used in siteraft structural design. The in-service performance of aircraft as regards structural accidents and incidents is given together with typical costs for H&D structural notivities. All aircraft structural design tachniques are reviewed including stressing, detail design, computer sided design and alternative methods of testing. The use of value engineering in obtaining optimism cost sircraft is discussed.

N76-17094 Avions Marcel Dassault-Brequet Aviation, Saint-Cloud (France).

EVOLUTION OF THE ROLE PLAYED BY THE STREET ANALYSIS OFFICE IN THE DESIGN OF A PROTOTYPE (EVOLUTION DU ROLE DU BUREAU DES STRUCTURES DANS LA REALISATION D'UN PROTOTYPE

Marcel Payrony In AGARD Specialists Meeting on Structural Design Technology Nov 1975 8 p in FRENCH (For availability see N76-17092 08-05)

Changes that have taken place in the work organization of the stress analysis and aircraft structures design office during the last few years due to the introduction of computer techniques were reviewed. The relative advantages and disadvantages of plotters and interactive graphics terminals were summerized. A number of computer programs used in the design of representative stroraft structures and elements were mentioned. Problems related to computer running time and the inputting and retrieval of data into and from computers were described. Applications to the Mercure and Falcon 50 aircraft were mentioned and Transi. by Y.J.A.

N76-17095 Westland Helicopters, Ltd., Yeovil (England). THE STRUCTURAL DESIGN PROCESS FOR HELICOPTERS WITH EMPHASIS ON THE NOTOR

D. A. S. Howell In AGARD Specialists Meeting on Structural Design Technology Nov. 1975 18 p ref (For availability see N76-17092 08-05)

The heliconter structural designer must develop an awareness of many potential design problems not encountered in the fixed wing field. The solution of these problems invariably involves the three disciplines of dynamics, serodynamics and stress, and is further complicated by the increasingly stringent demands of the overall performance requirements. These particular aspects of helicopter design as well as the design process are introduced by the paper, which also considers the role of the structural designer during the development phase of the helicopter. The development of new enalytical and experimental techniques, the application of new materials, and some structural design objectives are also presented with a view to enhancing further the capabilities

N76-17096 Technische Hogeschool, Delft (Netherlands) THE PROBLEMS ASSOCIATED WITH INTERNATIONAL DESIGN TEAMS AND THEIR SOLUTIONS

E. J. VanBeak In AGARD Specialists Meeting on Structural Design Technology Nov. 1975 4 p (For availability see N76-17092 08-051

Some problems relating to international cooperation in design of sircraft and possible solutions for these problems are discussed The strong identity of experienced design organizations, based on tradition and a long islatory, initially results in many difficulties and differences of opinion, before a smoothly running cooperation has been achieved. Other important factors are variations in the drawing numbering systems, affecting the modification system used during the design phase and thereafter. There are the problems related to normalization and standardization of standard parts, and there is still a large variation in national material specifications for basically the same material. Variations in the national airworthiness requirements resulting in special conditions are an important feature in multi-national design cooperation.

N76-17097 Masserschmitt-Boelkow-Blohm G.m.b.H., Munich (West Garmany)

THE INTRODUCTION OF NEW MATERIALS

V. V. Tein and P. Selvaggi (Aeritelia, Turin) In AGARD Specialists Meeting on Structural Design Technology Nov 1975 21 p refs (For svallability see N76-17092 08-05)

Busides a discussion of the state of the art concerning materials, a summary is presented about work with now materials at AERITALIA and Messershmitt-Boelkow-Biohm. Special attention is given to materials for lighter aircraft structures

N76-17098 General Dynamics/Fort Worth, Tex THE ROLES OF ANALYSIS IN RELATION TO STRUCTURAL TESTING

William C. Dietz and Lawrence C. Seth In AGARD Specialists Meeting on Structural Design Technology Nov 1975 14 p

(For availability see N76-17092 06-05)

The relationship between analysis and test is explained for a typical modern fighter altoraft. The role each plays as a part of the total structural certification program is emphasized for each element of the structural design process. These include the efforts involved in development of basic allowable stresses for design, wind tunnel testing, loads and stress analysis, full scale tost, and flight test. Currently used methods and procedures for solution of recent problems in schieving economically durable sinframe structure and the approach to the application of composites are reviewed Author

N76-17099 British Airgraft Corp., Preston (England). Military Aircraft Div.

THE USE OF COMPUTERS TO DEFINE MILITARY AIN-CRAFT STHUCTURES

I. C. Taig In AGARD Specialists Meeting on Structural Design Technology Nov. 1975 32 p refs (For availability see N76-17092

The use of the computer as a tool to aid structural design has become firmly established during the last twenty years. In particular, it is probably true that in no other area of computer operation has greater progress been made than in structural analysis. The present state of the art in the related use of computers is surveyed and benefits and panalties which result therefrom are discussed. Author

N76-17100 McDonnell Aircraft Co., St. Louis, Mo WEIGHT CONTROL AND THE INFLUENCE OF MANUFAC-TURING ON STRUCTURAL DESIGN

R. C. Goran In AGARD Specialists Meeting on Structural Nov 1975 16 p (For availability see Derign Technology N76-17092 08-05)

Practices of weight control and the influence of manufacturing on structural design are discussed for the F-4 series of arroraft. the F-15 air superiority aircraft, and the DC-10 wing for commercial aircraft Many of the problems are a result of the constant need to design efficient lighter weight structures by the introduction of new materials, configurations, and joining methods, together with closer tolerances. To some extent, optimum design and minimum manufacturing cost appear divergent in nature. Much of the interaction between design and manufacturing is to comprornise or seek acceptance for seemingly conflicting requirements.

N76-18108# Advisory Group for Anrospace Research and Development, Paris (France) CURRENT STANDARDS OF FATIGUE TEST ON STRIKE AIRCRAFT

R. D. J. Maxwell (RAE, Farnborough, Engl.) Jan 1976 13 p (AGARD-AR-92: ISBN 92-836-1206-7)

HC \$3.50

The major fatigue test constitutes one of the most important aspects in almost all modern (actical aircraft designs. Within NATO, where numerous different tectical siteraft are employed. and where several user nations may operate an aircraft built by a different nation, it is important that the major fatigue test be performed in such a manner that the results can be interpreted and used by the various countries concerned. This Advisory Report, therefore, presents a statement of the objectives of a fatigue test, a list of uscential steps needed to achieve the objectives. a summary of recommendations of the way the steps should be carried out and a review of the background philosophy behind the recommendations.

N78-30207# Advisory Group for Aerospage Research and Development, Paris (France).

HELICOPTER DESIGN MISSION LOAD SPECTRA

Aug. 1976 71 p. rafs. in ENGLISH; partly in FRENCH Presented at 42d Meeting of the Structures and Mater. Panel, Ottawa.

Canada, 8 Apr., 1976 (AGARD-CP-208) Avail: NTIS HC \$4.50

Mission related load spectra are applied to component fatigue life predictions for helicopter design criteria. For individual titles, see N76-30208 through N76-30213.

N76-30208 Advisory Group for Aerospace Research and Development, Paris (France).

MISSION SPECTRA FOR THE COMPUTATION OF LIFE Expectancies [Spectres de Mission pour le CALCUL DES DURGES DE VIE

Liard In its Helicopter Design Mission Load Spectra 1976 10 p in FRENCH (For availability see N76-30207 21-05)

The computation of the life expectancies for helicopter parts was shown to be strongly affected by the assumptions made in the type of missions to be performed it appears preferable to restrict oneself to the most important flight characteristics, such as speed and load factor, instead of including more elaborate data (such as constraints) which cannot be carried over to the design of new helicopters. The choice of helicopters selected should be based on a statistical sampling of the air fleet considered to give reliable information on the average mission spectra of these helicopters, rather than to focus the attention on the single helicopter with the most severe utilization; the reason for this is that it is extremely unlikely that the weakest part would be found on the most highly stressed machine. Transi, by Y.J.A.

N76-30209 Masserschmitt-Boeikow-Blohm G.m.b H., Murrich (West Germany)

THE IMPACT OF HELICOPTER MISSION SPECTRA ON PATIGUE

G. Reichert In AGARD Helicopter Design Mission Load Spectra Aug. 1976 17 p. refs (For evallability see N76-30207 21-05)

Helicopter components are requested to have long service lives, coming close to unlimited lifetimes. However, there are still real problems in the accurate prediction of the resulting component lives because this requires the availability of adequate mission load spectra. The nature of the typical fatigue loading situation, in combination with the requested long lifetimes raises the question of the sensitivity to variations in mission requirements and load spectra. For a light inelicopter with a hingeless rotor system using fiberglass rotor blades in commercial as well as in military application - the influence of different mission requirements on load spectra and fatigue is discussed Normally, only a small portion of the complete mission is of importance for fatigue. Therefore, the impact of modified mission spectra on fatigue is assessed.

Author

N76-30210 Wastland Helicopters Ltd., Yeovil (England)
HELICOPTER DESIGN MISSION LOAD SPECTRA
A. D. Hall In AGARD Helicopter Design Mission Load Spectra
Aug. 1976 5 p (For availability see N78-30207 21-05)

The various stages of heilcopter design are related to projected flight mission fatigue load magnitudes and occurrences. The latter were expressed as a percentage of total flying time or as a number of occurrences per hour of flight. Magnitude of loading was derived for the design stage from calculation or by parametric readout from similar aircraft types. The assumed maneuver spectrum was the critical link in developing the design stage, throughout prototype development and model fatigue teating.

N76-30211 Technology, Inc., Dayton, Ohio.
US AIR FORCE HELICOPTER OPERATIONAL FLIGHT SPECTRA SURVEY PROGRAM: FAST AND PRESENT G. L. Maitin and R. B. Johnson, Jr. In AGARD Helicopter Design Mission Load Spectrum. Aug. 1978—16 p. refs. (For availability see N76-30207 21-05)

Davelopment and application of the Flight Condition Recognition (FCR) technique for the processing of helicopter operational data are elaborated. The FCR technique Identifies aircraft operations and transitions which are called flight conditions, and flight phases which are called mission segments. Each identification is based on the characteristic behavior of the in-flight parameters. With such identifications, the data processing consists basically of determining the occurrences and durations of the flight conditions and mission segments, of measuring the in-flight parameters, and accordingly of presenting these data so that the flight condition and mission segment time and frequency distributions are quantitatively defined by selected ranges of the flight parameters. This application of the FCR technique permits the fatigue analyst to comprehend and apply more effectively the operational usage spectrum to the calculation of the fatigue life of critical helicopter components.

N75-30212 Navai Air Systems Corrmand, Washington, D.C. US NAVY HELICOPTER OPERATIONAL FLIGHT SPECTRUM SURVEY PROGRAM: PAST AND PRESENT

SURVEY PROGRAM: PAST AND PRESENT
R. E. Malatino /n AGARD Helicopter Design Mission Load
Spectrum Aug. 1976 (3 p. refs (For availability see N78-30207

In-flight load spectra surveys have been performed on the SH-3A, CH-63A, CH-46D, UH-1E, TH-1L and RH-2D helicopters Date from these surveys have been used to establish a more rational basis for static and fatigue structural design oriteria as well as to more reglistically establish the service lives of existing oritically loaded structural components. In addition to these in-flight load surveys, data have been obtained during operational landing surveys performed on the HUP-1, HYL-3, HTL-4, HTL-5, HO3S. amd HRS-1 helicopters. These surveys were performed during the early 1950's. In the late 1960's, data were obtained in confined area landing operations with the CH-53A and CH-48F helicopters. Recently, surveys were made during funding operations with the HH-2D and SH-2F arroraft on the landing platforms of small ships at see. These data have been used to up-date the Navy's design and test criteria for structural strength for landing Results and details of these surveys as well as the Navy's corrent plans for future surveys such as flight surveys in mine countermeanures operations with the RH-53D helicopter and at-sea hauldown landing operations with the SH-2F helicopter are discussed

Autho

N75-30213 Army Air Mobility Roseatch and Development Lab.
Moffett Field. Calif
CRITIQUE AND SUMMARY OF THE SPECIALISTS MESTING ON HELICOPTER DESIGN MISSION LOAD SPECTRA
Frederick H Immen //n AGARD Helicopter Design Mission
Load Spectra Aug 1976 4 p (For availability see N76-30207
21-05)

A low cost structural integrity monitoring system is reported that permits the determination of in-service fatigue damage of helicopter structural components. The parameteric data recording system indicates airspeed, static pressure, outside air temperature, main rotor RPM, roll attitude, vertical acceleration, landing gear touchdown, and engine torque. In addition to measuring mission load spectra in actual service, the use of a highly truncated fatigue load spectrum during initial design is advocated that assumes aircraft operation in the worst loading regime within 6 load, power, vibration, performance, or stability limits 100% of the time.

N76-32183# Advisory Group for Aerospace Research and Development, Paris (France)

ADVANCES IN ENGINE BURST CONTAINMENT AND FINITE ELEMENT APPLICATIONS TO BATTLE-DAMAGED STRUCTURE

Sep 1976 22 p refs Presented at 42d Struct and Mater Panel Meeting, Ottawa, Apr. 1976 (AGARD-R-648) Avail NTIS HC \$3.50

Two papers dealing with protection systems for aircraft against damage straing from the impact of a variety of projectites such an military weapons and debris from ongine disintegration were presented. For individual titles, see N76-32184 through N76-32185

N76-32184 Bosing Co., Seattle, Wash ADVANCES IN ENGINE BURST CONTAINMENT

R J Bristow, C. D Davidson, and J H Gerstle In AGARD Advan in Eng. Burst Containment and Finite Elem Appl. to Battle Damaged Struct. Sep. 1978 p. 1.6 (For availability see N76-32183-23-05)

A partial review of recent research performed into the application of fragment impact studies leading to an understanding of engine burst fragment impacts and the initial development of an engine burst containment system using duPont Kevlar material were described. All test work to dete has involved translational accelerators. The program has not yet resulted in a satisfactory containment system, in addition 17 a summary of program accomplishments, several areas where unexpected results occurred and where information was obtained that may influence future fragment containment efforts were discussed. One of these areas involves spinning fragments. None of the predicted adverse effects in Kevlar fabric was found. Another area concerns thermal effects, it was found that the efficiency of the barrier in stopping fragments was influenced by the temperature of the Kevlar.

N76-32186 Naval Surface Weapons Center, White Oak, Md. FINITE ELEMENT APPLICATIONS TO BATTLE DAMAGED STRUCTURE

Pao C Huang // AGARD Advan in Eng Burst Containment and Finite Elem Appl to Battle-Damaged Struct Sep 1976 p 7-16 refs (For availability see N76 32183 23-05)

A Patching Technique for the development of a finite element model ruly representing a battle damaged alleraft was introduced the applications of the preprictiseors. Ping and Bing to the automatic generation of input data for NASTRAN analyses are also briefly shown. Finally, the importance of modeling technique is addressed.

Author

N77-10049*# Kanner (List) Associates, Redwood City, Calif.
CRITICAL ANALYSIS OF COMPARISONS BETWEEN
FLIGHT TEST RESULTS AND WIND TUNNFL TEST
PREDICTIONS IN SUBSONIC AND SUPERSONIC THANSPORT AIRCRAFT

C. Pelagatti, J. C. Pilon, and J. Berdaud Washington NASA Aug. 1976 56 p. refs. Transi. Into ENGL/SH of French report AGARD-CP-187, Apr. 1976 Presented at the 46th Meeting of the Flight Mech. Panel, Valloire, France, 9-13 Jun. 1975 (Contract NASw-2790)

(NASA-TT-F-17185; AGARD-CP-187) Avail: NTIS HC A04/MF A01 CSCL 01 C

In relating test results obtained from wind tunnels to results from actual flight tests, corrections must be made to allow for seroulastic effects and the effect of Reynolds' number differences. Using data from Concords and airbus tests, an attempt is made to define what degree of accuracy may be expected from serodynamic coshicients derived from wind tunnel measurements.

Author

N77-15034# Advisory Group for Aerospace Research and Development, Paris (France).

NOTLINEAR EFFECTS IN AIRCRAFT GROUND AND FLIGHT VIBRATION TESTS

G. Haidl (Messerschmitt-Boelkow-Blohm G.m.b.H., Munich) Dec 1976 21 p. refs. Presented at 43d Struct, and Mater. Panel Meeting, London, Sep. 1976 ISBN-92-835-1231-71

(AGARD-R-652: HC A02/MF A01

NTIS

Examples of non-linear vibration behavior in ground resonance tests of an aircraft are shown. Model tests for a simplified system with non-linear properties have been performed, to study the offects of friction and backlash with respect to ground resonance test and flight flutter test. With symmetric and asymmetric non-linear stiffness characteristics effects of amplitude dependent frequencies, mode coupling, mode asymmetries and the consequences in parameter identification in vibration tests are politied out and discussed. In case of flutter critical modes the problems of apparent damping caused by non-linear system properties are shown, and recommendations are given to reach a representative flutter clearance with respect to this non-linear system behavior.

N77-16031# Advisory Group for Aerospace Research and Development, Paris (France).

AVIONIC COOLING AND POWER SUPPLIES FOR AD-VANCED AIRCRAFT

P. W. Smith, ed. Nov. 1976 226 p refs Partly in ENGLISH; partly in FRENCH Presented at Avionics Panel Specialists' Meeting, The Hague, 10-11 Jun. 1976 ISBN-92-B35-0182-91

(AGARD-CP-198, HC A11/NF A01

MTIS Avail:

Alternatives are discussed to improve military aircraft cooling systems. These afforts include: (1) reduction in the quantity of avionics, (2) more efficient use of primary power, (3) more efficient cooling of avionics systems, (4) increase in the acceptable ambient temperature of components. (5) reduction in critical components. and: (6) reduction in cooper conductors and more efficient distribution of generated heat. The temperature effects on aircraft equipment are investigated.

N77-16032# British Aircreft Corp., Preston (England) THE PROBLEMS OF COOLING HIGH PERFORMANCE **MILITARY AIRCRAFT**

Ian Howells In AGARD Avionic Cooling and Power Supplies for Advanced Aircraft Nov. 1976 13 p (For primary document see N77-1603 | 07-05)

Avail: NTIG HC A11/MF A01

The problems imposed on the aircraft designer in disposing of rejected heat were discussed and the penalties on the aircraft of doing so were examined. The reasons why the problem is so great in today's generation of aircraft, and the probability of growth in the next generation of aircraft were discussed. Sources of heat and their cooling requirements were identified. The quantity of heat to be rejected has increased, but the mass of the aircraft has decreased. In particular, the effect of avionic cooling requirements on total sircraft heat rejection was illustrated.

N77-16033# Aeronautical Systems Div., Wright-Patterson AFB.

AVIONICE COOLING ON USAF AIRCRAFT

George C. Letton, Jr. In AGARD Avionic Cooling and Power Supplies for Advanced Altroaft Nov. 1978 9 p refs (Foi primary document see N77-18031 07-05)

AVMI: NTIS HC A11/MF A01

There is a continual effort by the United States Air Force to provide improved avionics equipment on today's USAF aircraft were reviewed and approaches which will improve avionics reliability, reduce aircraft penalty and lower life cycle cost, were outlined. Greater emphasis is needed on producing compatible avionics equipment and cooling systems. A comprehensive trade study of avionics reliability versus environmental control system (ECS) cooling capability should be conducted at the start of the aircraft development program. From this trade study, the ECS cooling capability can be optimized to minimize total aircraft life cycle cost. The avionics contractor should conduct a detailed analytical thermal analysis of internal black box temperatures early in the development program. During qualification testing. a thermal verification test should be conducted to verify that all component temperatures are within the necessary limits for required reliability. Use of narrow limits on inlet coolant te.nperature, greater use of cold plates and liquid cooling, and use of ECS approaches similar to the Advanced Environmental Control System should be seriously considered for new aircraft

N77-16034# Dornler-System G.m.b.H., Friedrichshafen (West Garmanu

ADVANCED THERMAL COMPONENTS FOR EFFICIENT COOLING OF AVIONIC SYSTEMS

W. J. Schwarzott In AGARD Avionic Cooling and Power Supplies for Advanced Aircraft. Nov. 1976, 16 p (For primary document see N77-16031 07-05)

Avail NTIS HC A11/MF A01

Avionics cooling requirements are described and the overall design features of spacelab avionics cooling system are presented. The analytical tools for comprehensive calculations in the area of cooling systems are described. Different types of heat pipes and phase change components are presented showing the possible kinds of applications. These heat transport and storage components mainly were developed for space application.

N77-16035# Foderal Water Quality Administration, Chicago,

BEST CONCEPT FOR AIRCRAFT ELECTRONIC EQUIPMENT CONCEPTION OPTIMALE DES EQUIPMENTS ELECTRONI-QUES ARROPORTES

Jean Bertrais In AGARD Avionic Cooling and Power Supplies for Advanced Aircraft Nov. 1976 10 p refs in FRENCH (For primary document see N77-16031 O7-05) Avail: NTIS HC A11/MF A01

A method is proposed for reducing the mass of electronic equipment on sircraft and the electric power required to operate it. This optimal solution gives the values of all parameters, as wall as the energy required. Factors of relative merit are given for establishing a comparison between different materials. The desired modifications are defined. Dynamic programming is used to simplify calculations. The method is general and can be used for researching the economics of materials or of energy

Transil, by A.H.

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N77-16036# Smiths Industries Ltd., Bishops Cleave (England).

THE POSSIBLE IMPACT OF DC AIRGRAFT POWER SUPPLIES ON THE DESIGN OF AVIONIC AND OTHER EQUIPMENT

N. L. Sigourney In AGARD Avionic Cooling and Power Supplies for Advanced Alroraft, Nov. 1976, 5 p (For primary document sea N77-16031 07-051

Avail: NTIS HC A11/MF A01

In most cases, the use of do for primary power in equipment will: (1) reduce weight by the order of 10 percent, (2) reduce dissipation by the order of 10 percent, (3) give more flexibility in switching power supplies, and (4) reduce electro-magnetic radiation by the elimination of power rectifiers and by removing restrictions on some filter components necessitated by 400 Hertz supplies. To achieve the maximum benefits in the aircraft, the following are necessary: (1) a range of dc circuit breakers, (2) further development of inverters for ac goro and similar motors to give high efficiency overall, (3) development of inverters for induction motors or brushless do motors to drive continuously running numps and fans, and (4) development of reliable low dissipation de le de converters, particularly using large scale integrated circuits to reduce size and cost.

N77-16037# British Aircraft Corp., Preston (England). Military Aircraft Div

AIRCRAFT POWER SUPPLIES: THEIR PERFORMANCE AND LIMITATIONS

K. P. Gerrity and R. F. Bertolini In AGARD Avionic Cooling and Power Supplies for Avenced Aircraft Nov. 1976 (For primary document see N77-16031 07-05) Avail: NTIS HC A11/MF A01

The causes and rates of occurrence of such effects as abnormal or emergency limits, transients and interruptions which raise the need for power supply conditioning were examined. The contributions to the overall supply quality of each of the major generation system components and their mode of interconnection were highlighted. The basic problems of incompatibility between avionic equipments and electrical generation systems on modern military aircraft were discussed. The operation of typical generation systems were examined and the reason for deviations from the ideal supply were explained. **Author**

N77-16038# Dassault-Breguet Aviation, St. Cloud (France).
ELECTRIC GENERATION AND ONEDARD NETWORKS IN
MODERN AIRPLANES [GENERATIONS ELECTRIQUES ET
RESEAUX DE BORD DAN LES AVIONS MODERNES]

Antoine Beau In AGARD Avionic Cooling and Power Supplies for Advenced Aircraft Nov. 1976 11 p In FRENCH (For primary document see N77-16031 07-05)

Avail NTIS HC A11/MF A01

National norms defining the limits of different parameters of electric supply and its utilization do not include methods for verification of compatability. An approach to such a definition is presented. Various types of electrical networks found on aircraft are reviewed. Characteristic limitations of the different sources of electrical energy which directly concern the equipment using the energy are discussed. Funcational zones (normal, rare, exceptional) and the types of obarging and discharging (permanent or transitory) applicable to power supply and power utilization are examined.

Transi. by A.H.

N77-16035# Marconi-Elliott Avionic Systems Ltd., Rochester (England).

AIRCRAFT POWER SUPPLIES AND COOLING PROBLEMS: A VIEWPOINT FROM THE POWER CONDITIONER DESIGNER

P. Chapman In AGARD Avionic Cooling and Power Supplies for Advanced Aircraft Nov. 1976 16 p refs (For primary document see N77-18031 07-05)
Avail: NTIS HC A11/MF A01

The main trade-offs in a modern avionic power conditioner designed to interface botween electronic units and aircraft power supplies were detailed. The ability to overcome the major limitations of these supplies was demonstrated and the advantages to be gained by improving them were discussed. It is proposed that a systems approach, rather than the consideration of power supplies and/or power conditioner alone, will produce a better solution to the thermal problems associated with avionic equipment.

N77-16040# British Aircraft Corp., Preston (England)
AIRCRAFT COOLING TECHNIQUES

lan Howells In AGARD Avionic Cooling and Power Supplies for Advanced Aircraft Nov. 1976 13 p (For primary document see N77-16031 07-05)

Avail: NTIS HC A11/MF A01

The compatibility of the major heat sources in military aircraft with the available heat sinks are examined. The techniques available for refrigeration and the methods which can be used for transporting the heat from its source to cooling medium are described.

Author

N77-16041# Bosing Co., Seattle, Wash.
THERMAL MANAGEMENT OF FLIGHT DECK INSTRU-MENTS

K. D. Groom and G. W. Brooks In AGARD Avionic Cooling and Power Supplies for Advanced Aircraft Nov. 1976. 15 p. refs. (For primary document see N77-18031-07-05). Avail: NTIS HC A11/MF A01.

Screening tests, for improving avionic equipment cooling, were conducted to identify limits and deficencies in current crew station instrument panel cooling systems and to investigate advanced cooling systems which extend or remove those limits. A test article simulating an engine instrument panel was constructed. The advanced concepts have cooling designed into the instrument panel structure; one includes a simplified retaining method for the units. Significant results for the baseline concept (current) are cascading temperature effects and thermal sensitivity to the uncontrolled airspaces behind the units which limit them to low power units.

N77-16042# National Aerospace Lab., Amaterdam (Netherlands) THE COOLING OF A POD-MOUNTED AVIONIC SYSTEM I. DeBoer In AGARD Avionic Cooling and Power Supplies for Advanced Aircraft. Nov. 1976. 6 p. (For primary document see N77-16031-07-06)

Avail: NTIS HC A11/MF A01

During the flight testing of a pre-production reconnaissance system, unexpected cooling problems were encountered. These problems, which had not been experienced during previous

prototype tests, could be shown to originate in the flush air intake. By changing to a flush air intake with parallel side wells the cooling system could be made to perform to entire satisfaction in the series.

Author

N77-16043# Normalaur-Garrett Ltd., Yeovil (England).
EFFICIENT SOURCES OF COOLING FOR AVIONICS

G. R. Giles and G. F. Stevenson. In AGARD. Avionic Cooling and Power Supplies for Advanced Aircraft. Nov. 1976. 19 p. refs. (For primary document see N77-16031. 07-05). Avail: NTIS. HC A11/MF A01.

The penalties and design constraints which can be applied with advantage to avionics cooling are discussed. These range from orthodox air cycle bleed air systems to those utilizing ram air only for their power supply. The emphasis is on systems designed specifically for avionics cooling with minimum overall aircraft penalty. The effect of the aircraft operational tole is also discussed.

Author

N77-16044# Departement Systemes Advances Aerospatials. Toulouse (France).

THE COOLING OF AVIATION EQUIPMENT ON BOARD COMMERCIAL AIRPLANES (LE REFROIDISSEMENT DE L'EQUIPMENT AVIONIQUE A BORD DES AVIONS COMMERCIAUX)

Plerro M Desjean In AGARD Avionic Cooling and Power Supplies for Advanced Aircraft Nov. 1976 20 p in FRENCH (For primary document see N77-16031 07-05)

Avail: NTIS HC A11/MF A01

Feasibility, cost, complexity, weight, and maintenance are factors to be compromised when considering the cooling of avionic equipment on commercial aircraft. Problems encountered in designing the cooling system for the Concorde and the Airbus are discussed. The new concepts for installation (N.I.C.) propose methods for handling the growing complexity of electronic equipment using techniques developed for spatial utilization. Cooling by conduction, by liquid, and by boiling are considered

Transl. by A.H

N77-16045# Hawker Siddeley Aviation Ltd., Kingston upon Thames (England).

PERFORMANCE ASSESSMENT OF THE CONDITIONING SYSTEM FOR THE AVIONIC EQUIPMENT BAY OF A SMALL HIGH SUBSONIC MILITARY AIRCRAFT

R. LeClaire In AGARD Avionic Cooling and Power Supplies for Advanced Aircraft Nov. 1976 23 p (For primary document see N77-16031 07-05)

Avail NTIS HC A11/MF A01

Engine bleed air is cooled by ducting it through a heat exchanger (in which heat is rejected to ram air) and a cold air unit, in which the work done by the air expanding through the turbines is absorbed by a fan inducing ram air through the heat exchanger. The cold bleed air is then mixed with uncooled bleed air in proportions governed by a temperature control valve which ensures that air is supplied to the equipment compartment at the lowest temperature which would prevent any risk of condensation.

Author

N77-18046# General Dynamics/Fort Worth, Tex THE EFFECT OF AVIONICS SYSTEM CHARACTERISTICS ON FIGHTER AIRCRAFT SIZE, COOLING, AND ELECTRICAL POWER SUBSYSTEMS

S. Keith Jackson, Jr. In AGARD Avionic Cooling and Power Supplies for Advanced Aircraft Nov. 1976 13 p ref (For primary document see N77-16031 07-05)

Avail: NTIS HC A11/MF A01

The effect of avionic systems electrical power and cooling requirements on overall aircraft size and life cycle cost are considered. Power and cooling requirements typical of advanced fighter aircraft are first defined, their direct weight and cost influences are then estimated, and a simplified parametric analysis is used to determine the compounding effects on the engine and airframe characteristics brought about by the aircraft growth curve. It is shown that overall weight and cost effects are significant, particularly when considered in the context of total program life cycle cost. It is found that technology devolpments should emphasize system weight reductions.

05 AIRCRAFT DESIGN, TESTING AND PERFORMANCE

N77-16047# Royal Signals and Radar Establishment, Malvern (England).

COOLING OF ELECTRONIC EQUIPMENT IN RELATION TO COMPONENT TEMPERATURE LIMITATIONS AND HELIABILITY

G. German In AGARD Avionic Cooling and Power Supplies for Advanced Aircraft Nov. 1978 10 p (For primary document see N77-18031 07-05)

Avail NTIS HC A11/MF A01

The temperature limitations of diectronic components are discussed together with the influence of temperature on the reliability of the equipment and its component pairs. The thermal performance of two representative avionic designs are compared and the influence of continuing solid state device developments on future equipment heat loads is considered. The limitations of air as a heat transfer medium are examined and a comparison made with liquid cooling.

Author

X76.70675 Advisory Group for Aeronautical Research and Development, Paris (France). AIRCRAFT DEBIGN INTEGRATION AND OPTIMIZATION, VOLUME 2 Sep. 1973 1 p

(AGARD-CP-147-VOL-2)

NATO-Classified report

NOTICE: Available to U.S. Government Agencies and Their Contractors.

Classified papers were presented at a meeting of the FMP. Technical and operational characteristics of RPV weapon systems were presented in a session on design integration; design features of air combat were also discussed. Author

X77-72040 Advisory Group for Aerospace Research and Development, Paris (France).
APPLICATION OF UNMANNED AIRCRAFT
Apr. 1975 486 p
(AGARD-R-79, AASC-Study-4) Aveil. Advisory Group for

(AGARD-R-79, AASC-Study-4) Avail. Advisory Group for Aeroppace Research and Development, Paris, France NATO-Classified report

NOTICE. Available to U.S. Government Agencies.

The operational concept is one of complementing tactical air forces by employing unmanned aircraft (UMA) to carry out conventional attacks against vital counter-air targets. A UMA modular design configuration was used which permits essy conversion to alternate missions and provides a step by step advancement from an attack drone to an attack remoted piloted vehicle and finally to the more sophisticated autonomous terminal attack drone. The UMA system capabilities were analyzed quantitatively by considering the subsytems, the total system, cost, weapons, delivery, survivability/vulnerability, and life cycle cost. Major technology areas requiring additional efforts in order to achieve the capability to perform the postulated missions effectively were identified.

06 AIRCRAFT INSTRUMENTATION

Includes cockpit and cabin display devices, and flight instruments. For related information see also 19 Spacecraft Instrumentation and 35 Instrumentation and Photography

N74-18833# Advisory Group for Aerospace Research and Development, Paris (France).

AGARD FLIGHT TEST INSTRUMENTATION SERIES.
VOLUME 5: MAGNETIC RECORDING OF FLIGHT TEST

G. E. Bennett, W. D. Mace, ed., and A. Pool, ed. Feb. 1974.

(AGARDograph-160-Vol-5; AGARD-AG-180-Vol-5) Avail: NTIS HC \$7.00

An assessment of the general requirement for a flight test data acquisition system is followed with a general discussion of the complete system. The more important individual functions of the system are those most intimately involved in determining the performance of the system and its efficiency in acquiring the data. In the case of the recording aspects emphasis is placed on the basic recording process, its capabilities and its problems, and on the techniques necessary to overcome its shortcomings. Basic design principles of airborne tape transports and the characteristics of write/read heads and magnetic tape are as discussed.

Author

N74-26933# Advisory Group for Aerospace Research and Development, Paris (France).

AGARD FLIGHT TEST INSTRUMENTATION SERVICES.
VOLUME 1: BASIC PRINCIPLES OF FLIGHT TEST
INSTRUMENTATION ENGINEERING

A. Pool, ed. and D. Bosman, ed. Apr. 1974 168 p. refs (AGARDograph-180-Vol-1; AGARD-AG-160-Vol-1) Avail. NTIS HC \$11.50

Monographs on the more important aspects of flight test instrumentation are presented. The subjects discussed include: (1) in-flight temperature measurements, (2) fuel flow and engine rotation speed measurements, (3) open and disced-loop accelerometers, and (4) magnetic tape recording. The main emphasis is an large automated instrumentation systems for the initial flight testing of modern military and civil alroraft. The overall areas of consideration are the design of the instrumentation system, the characteristics of the individual measuring channel, and the integration of the individual data channels into one data collection system. For individual titles, see N74-25934 through N74-25945.

N74-25934 British Aircraft Corp., Preston (England).
THE USERS' REQUIREMENTS

M. L. Henney In AGARD AGARD Flight Test Instrumentation Ser., Vol. 1 Apr. 1974 9 p refs (For availability see N74-25933 15-14)

The process for determining the general requirements for a flight test instrumentation system is discussed. The menner in which the requirements are derived is indicated by considering the test planning process and data analysis. Specific requirements arising in various categories of tests are detailed. Explanation of the data analysis requirements is given. The application of the selection process to flight tests of uncertificated and certificated alreaft is compared.

Author

N74-25935° National Aeronautics and Space Administration. Langley Research Center, Langley Station, Va. AN INDUCTION INTO THE DESIGN OF FLIGHT TEST INSTRUMENTATION SYSTEMS

B. L. Dove In AGARD AGARD Flight Test Instrumentation Ser. Vol. 1 Apr. 1974 9 p refs (For availability see N74-25933

The development of flight test instrumentation systems based on specific requirements for the flight tests is discussed. The factors which influence the instrumentation system design are described. The use of a measurements list as a device for determining flight test requirements is explained. A block diagram of a typical flight test instrumentation system is provided. The effects of factors such as cost, schedule, personnel, accuracy, environmental qualifications, and reliability are analyzed. Author

N74-25936 Centre d'Esseis en Vol, Bretigny-sur-Orge (France): METEOROLOGICAL CHARACTERISTICS OF A MEASURING CHANNEL

06 AIRCRAFT INSTRUMENTATION

J. Idrac In AGARD AGARD Flight Teet Instrumentation Ser., Vol. 1 Apr. 1974 11 p. refs (For availability see N74-25933 15-14)

An analysis of the fundamental characteristics of a measuring process is provided. The technical aspects of designing a measuring channel are discussed. The phases in a measuring operation are explained. The errors in measurement are analyzed to show the type of errors, the shape of the distribution curve, and the effects of various degrees of error. Curves are developed to show the amplitude and response characteristics of flight instrumentation systems.

Author

N74-25937* National Aeronautics and Space Administration. Flight Research Center, Edwards, Calif. TRANKBUIGERS.

L. H. Weirather /n AGARD AGARD Flight Test Instrumentation Ser., Vol. 1 Apr. 1974 14 p. refs (For availability see N74-25933 15-14)

The use of transducers in the measuring channels of flight test instrumentation systems is discussed. Emphasis is placed on transducers with an electrical output. The physical effects used for producing the electrical outputs are defined. Diagrams of the various types of transducers are included to show the operating principles.

Author

N74-25938 Air Force Flight Dynamics Lab., Wright-Patterson AFB, Ohio.

SIGNAL CONDITIONING

W. G. James In AGARD AGARD Flight Test Instrumentation Ser., Vol. 1 Apr. 1974 15 p refs (For availability see N74-25933 15-14)

The signal conditioning of transducer signals obtained during flight test data recording is discussed. The linear operations performed on the signal are defined. Signal conversion techniques based on amplitude modulation, frequency modulation, pulse duration modulation, and pulse code modulation are analyzed. Circuit diagrams of signal conditioning systems are provided.

Author

N74-25939 Radiation, Inc., Melbourne, Fla. SAMPLING AND FILTERING

L. W. Gardenhira In AGARD AGARD Flight Teat Instrumentation Ser., Vol. 1 Apr. 1974 13 p. refs (For availability see N74-25933 15-14)

The characteristics of data sampling and filtering systems used in flight test instrument systems are described. The different approaches of data compression, redundancy reduction, and asynchronous sampling are analyzed. The errors of commission and aliasing are analyzed to show the effects on system accuracy. Curves are developed to compare frequency against attenuation for various data recording systems.

Author

N74-25940 Boeing Co., Seattle, Wash. CALIBRATION

D. A. Tougas In AGARD AGARD Flight Test Instrumentation Ser., Vol. 1 Apr. 1974 9 p. refs (For availability see N74-25933 15-14).

The various types of calibration which are used with flight test instrumentation systems are described. The conditions under which limited calibration procedures may be applied are defined. The choice of the calibration standard and the points used in system calibration are analyzed. The calibration of a test instrument or measurement system for environmental parameters is amphasized.

Author

N74-25941 Bosing Co., Seattle, Wash.
TECHNICAL ASPECTS IN THE DESIGN OF MULTICHANNEL DATA COLLECTION SYSTEMS

H. L. Tollisen and R. L. VanDerVelde (Natl. Aerospace Lab., Amsterdam) In AGARD AGARD Flight Test Instrumentation Ser., Vol. 1 Apr. 1974 18 p. refs (For availability see N74-25933 15-14)

The technical requirements to be met in the design of multichannel flight test instrument systems are defined. It is stated that reliability and accuracy are the leading considerations in the choice of the components and the design of the system and the wiring. The selection of on board recording and telemetry equipment is analyzed. The design and development of data processing equipment are explained. A block diagram of a data collection system with common signal conditioners is provided. The procedure for integrating the main components into a complete system is discussed.

Author

N74-25942 Societe de Fabrication d'Instruments de Mesure SFIM, Massy (France)

ON-BOARD RECORDING

C. Roquefaulii In AGARD AGARD Flight Test Instrumentation Ser., Vol. 1. Apr. 1974, 12 p. refs (For availability see N74-25933

The recording methods used in flight test evaluations are discussed. The systems in general use are identified us: (1) photo panel recorders. (2) continuous trace recorders. (3) analog magnetic tape recorders, and (4) digital magnetic tape recorders. Advantages and disadvantages of the systems are analyzed. Block diagrams of a typical airborne analog magnetic recording system and an airborne digital magnetic recording system are provided

N74-25943 Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Brunswick (West Germany). TELEMETRY

A. Becker In AGARD AGARD Flight Test Instrumentation Ser., Vol. 1 Apr. 1974 13 p refs (For availability see N74-25933 15-14)

The telemetry component of a flight test instrument system is described. A block diagram of a typical telemetry system is provided. Curves are developed to show the modulation methods used with telemetry systems. Examples of superdommutation and subcommutation are illustrated. Systems of on-line data processing using analog computing methods, digital computing methods, and hybrid computing methods are discussed.

N74-25944 Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Brunswick (West Germany). GROUND-BASED EQUIPMENT O. Weber In AGARD AGARD Flight Test Instrumentation Ser. Vol. 1 Apr. 1974 11 p refo (For availability see N74-25933 15-14)

The ground based aquipment, often in combination with airborne telemetry equipment, is discussed from the standpoint of trajectory measurement. An important aspect of ground based equipment is time synchronization with recordings made on board the aircraft. The capabilities of a trajectory measuring system are explained. The selection of a site and the procedure for setting up the equipment are analyzed. The methods used to obtain synchronization of the recording devices are reported.

N74-25945 Centre d'Essals en Vol. Bretigny-sur-Orge (France). DATA PROCESSING

J. Perrochon and J. T. M. VanDoorn In AGARD Flight Test Instrumentation Ser., Vol. 1 Apr. 1974 14 p refs (For availability see N74-25933 15-14)

A functional analysis of the data processing systems used for flight test instruments is presented. The types of data input are identified. Preprocessing of data is discussed and the main functions of the procedure are reported. Medium sized and large stations with a relatively large amount of automation, are Author

N74-33948# Advisory Group for Asrospace Research and Development, Paris (France).

AGARD FLIGHT TEST INSTRUMENTATION SERIES. VOLUME 6: OPEN AND CLOSED LOOP ACCELEROME-

I. MoLaren (RAE), W. D. Mace, ed., and A. Pool, ed. Jul. 1974 46 p refs (AGARD-AG-160-Vol-6; AGARDograph-160-Vol-6) Avail: NTIS

HC \$5.50

The state-of-the-art of both open and closed loop accelerometers used for sircreft flight test work, covering system and component analysis and basic hardware design is discussed. Both physical design problems and mathematical analysis are covered and special emphasis is put on those aspects likely to be relevant to aircraft flight test work. Performance details include repeatabliity, compensation for temperature variation, insusceptibility to cross effects, stability under vibration and frequency response.

The application of accelerometers in several flight test techniques together with their performance requirements are reviewed in order to guide the flight test engineer in making his choice of instrument in any particular case. The principles of frequency response tests are discussed in association with the theoretical characteristics of various, nominally, second order systems which are modified either by the method of testing or by the inherent, practical difficulties of instrument design. Author

N78-17107# Advisory Group for Aerospace Research and Development, Paris (France).

ELECTRONIC AIRBORNE DISPLAYS

Dec. 1975 430 p refs in ENGLISH and FRENCH Presented at the Avionics Panel Symp., Edinburgh, 7-11 Apr. 1975 (AGARD-CP-167) Avail: NTIS HC \$11.75

Problems of airborne displays were considered. Reports in the following areas were presented: trends in the field of airborne displays, evaluation and assessment procedures for airborne display systems, display devices and materials, data processing, and displays for particular applications. For individual titles, see N76-17108 through N76-17140.

N76-17108 Thomson-CSF, Malakoff (France). Equipements Avioniques THE IMPACT OF MODERN ELECTRONIC AIRBORNE DISPLAYS IN FUTURE AVIATION

Y. Brault In AGARD Electron. Airborne Displays Dec. 1975 8 p in FRENCH (For availability see N76-17107 US-06)

The expected impact of modern electronic airborne display systems on future singraft was presented, with emphasis on the need to improve man-machine interactions, especially in military aviation. The need is imposed by the following fantors: (1) the setting of more and more complex operational flying missions, (2) the introduction of alreraft (interceptors, fixed and rotating wing attack models) with ever higher performance. (3) the introduction of more and more diversified weapon systems, (4) the existence of an extremely lethal and complex environment. Future applications to civil aviation were also briefly mentioned. Transl. by Y.J.A.

N76-17109 Marconi-Elliott Avionic Systems Ltd., Rochester (England).

TRENDS IN TECHNOLOGY IN AIRBORNE ELECTRONIC DISPLAYS

. A. Hearne In AGARD Electron. Airborne Displays Dec. 1975 16 p (For availability see N76-17107 Q8-06)

The increasing complexities and capabilities of flight instruments are discussed with emphasis on future display technology. Cathode ray tube and solid state displays are examined along with the organization of the displays for providing an integrated electronic system.

N76-17110 Smiths Industries Ltd., Bishops Cleave (England). Advanced Displays Studies Group.

PERFORMANCE REQUIREMENTS FOR AIRBORNE MUL-TIFUNCTION DISPLAY SYSTEMS

G. Mann In AGARD Electron. Airborne Displays Dec. 1975 6 p. refs (For availability see N75-17107 08-06)

Any airborne multifunction display must by definition be capable of presenting information from a variety of sensors and data sources. Some of these sensors and their critical parameters are briefly considered in relation to their display requirments. The multifunction display may need to be compatible with any such sensor or source and also with computer generated symbology derived from instrumentation sensors and weapon systems. The input sources which appear to require the highest performance from airborne displays are those of the current and future image forming sensors. There is a danger that many systems using multifunction displays could be display limited unless the complex interaction between sensor, display and observer is understood. Author

N76-17111 Deutsche Forschungs- und Versuchsanstalt fuer Luft- und Raumfahrt, Brunswick (West Germany).

COMPARISON OF CONVENTIONAL AND ADVANCED AIRCRAFT DISPLAYS

Raif Beyer (Techn. Univ., Brunswick) In AGARD Electron. Airborne Displays Dec. 1975 7 p. refs (For availability see N76-17107 OR-06)

The comparison of conventional and advanced sircraft displays often requires a discrimination of two sample means of pilotis performance and workload measures for a limited sample size, a postulated minimum difference of means and a given error probability. Under these conditions significant results may be obtained only if the population variance does not exceed a certain limit Some major sources of variability and their influence on the significance of experimental results are discussed. Furthermore two different philosophies of evaluation of displays are presented as well as some experiences with pilot's performance and workload measures employed in flight sharehold inflight investigations of displays.

N76-17112 Deutsche Forschungs- und Versuchsenstalt füer Luft- und Raumfahrt, Brunswick (West Germany). Inst. füer Flügfüsehrung.

EFFICIENT ASSESSMENT AND OPTIMIZATION OF DISPLAY LAYOUT BY CONTINUOUS TACHISTOSCOPY Josef Thomas and Ulrich Stoizke In AGARD Electron. Airborna Displays Dec. 1975 12 p refs (For availability see N76-17107 08-05)

The method of continuous techistoscopy and its benefits in the design process of electronic airborne display layout are described. A typical application in the field of advanced monitor displays is presented. The results of this experiment show the suitability of the proposed investigation method for a straightforward assessment and optimization of complex display arrangements in simulator tests, herewith contributing to e considerable reduction of expensive inflight testing.

Author

M76-17113 Thomson-CSF, Paris (France). Groupement Tubes Electroniques.

COLOR AND BRIGHTNESS REQUIREMENTS FOR COCKPIT DISPLAYS PROPOSAL TO EVALUATE THEIR CHARACTER-ISTICS

J. P. Galves and J. Brun In AGARD Electron. Airborne Displays Dec. 1975 8 p. ref. In FRENCH; ENGLISH summary (For availability see N76-17107 08-06)

introduction of color coding for information displays added several qualities to the already existing monochromatic electronic aircraft display. The information density to be displayed is increased, and the data acquisition time and the error possibilities are reduced. These advantages are fundamental in order to display graphic and numerical informations and lighted areas for jet plane flights control (map display, hud). These informations have to be detected by the pilot for every surround illumination level. An experimental work schedule, associating brightness and chrominance measurements on one hand, and visual perception of operators on the other, permitted to separate different parameters and to formulate several definitions about brightness and color contrast, the interaction between these two parameters and their measuring conditions. 'Detection Index' and 'Discrimination Index' notions are introduced. These parameters can be measured and permit to easyly evaluate the display quality for every background and surround illumination Minimum index values are proposed for a confortable detection and identification of standard symbols especially in the case of direct sunlight on the displaying poard. Color display used is a color CRT with a penetration screen developed by THOMSON-CSF for 'Head down' and 'Head up' display. Definition and standard introduced can be applied to every color or monochromatic display such as plasma panel, liquid crystals, LED or any electromechanical

N76-17114 Ferranti, Ltd., Edinburgh (Scotland). INTEGRATED MULTI-FUNCTION COCKPIT DISPLAY SYSTEMS

J. M. Braid In AGARD Electron, Airborne Displays Dec. 1975 13 p. refs (For availability see: N76-17107-08-06)

The multifunction display concept and the necessity for its efficient integration to most the more demanding future tasks are defined briefly. Attention is drawn to the potential shortcomings of past arrangements, particularly in the pilot's cockpit. The different data sources and sensors, categories of airborne display, display devices and types of drive signals are described and reference is made to their compatibility. Particular mention is made of cursive, raster and cursive-on-raster writing. An example is given of how the various elements in the system can be integrated with integrity, into a system which permits more

attention to be paid to the achievement of a satisfactory man-machine interface, without compromising individual sensor performance. Diagrams and photographs demonstrate the feasibility of the concept and compatibility of the hardware within the cockpit constraints. Pitfalls facing the implementation of such a system are included and the probable areas of conflict and reward are established.

Author

N76-17115 Royal Aircraft Establishment, Famborough (England). Space Dept.

THE USE OF MODERN LIGHT EMITTING DISPLAYS IN THE HIGH ILLUMINANCE CONDITIONS OF AIRCRAFT COCKPITS

Brien Ellis and John Wharf In AGARD Electron, Airborne Displays
Dec. 1975 11 p refs (For availability see N76-17107 08-08)
A 3 mm high LED display was tested in 80,000 lux. Further

A 3 mm high LED display was tested in 80,000 lux. Further tests on the format and color of small matrix displays are also described. It was found that red displays are more legible than green in 10,000 lux. A number of other sepects of the perception of light emitting displays in high illuminance were also examined.

Author

N76-17116 Transportation Systems Center, Cambridge, Mass. AN EXPERIMENTAL EVALUATION OF VARIOUS ELECTRONIC COCKPIT DISPLAYS FOR AIR/GROUND DATA LINK COMMUNICATIONS

R. W. Wisteder, J. F. Cenniff, and E. H. Hilborn. In AGARD Electron. Airborne Displays. Dec. 1975. 34 p. refs (For availability see N76-17107 08-06)

A series of laboratory and cockpit simulator experiments was conducted by the Department of Transportation, Transportation Systems Center in a study of the human factors aspects of a cookpit digital data link system for air traffic control (ATC) and airline company business communications. The laboratory experiments utilized photographic slides to study message formatting. The simulator experiments evaluated visual displays, computer generated synthetic speech and pilot input devices The potential of data link for reducing pilot workload and channel congestion while providing efficient communications in a highly automated ATC system is of great interest to the Federal Aviation Administration. The experimental results to date led to the recommendation of a 16-character short message display, development of some guidelines for abbreviating and formatting messages, and the conclusion that pilots can effectively communloate using visual displays, synthetic speech, and pushbutton keysets, with an overall reduction in workload.

N76-17117 Thomson-CSF, 'say les Moulineaux (France). Groupe Optronique.

NEW ELECTRONIC DISPLAY SYSTEMS FOR AIRCRAFT INSTRUMENT PANELS [NOUVEAUX DISPOSITIFS DE VISUALISATION ELECTRONIQUE SUR PLANCHES DE BORD D'AVIONS]

M. Coussediere In AGARD Electron, Airboine Displays Dec. 1975 7 p. in FRENCH (For evallability see N76-17107 08-02)

Concepts for new electronic display systems for aircraft instrument panels were proposed, emphasizing the need to integrate and synthesize the information presently given by a number of different instruments. These new systems can either take the form of 'head-up' or 'head-down' display devices depending on the type and phase of each flight or mission. Such systems would present the following advantages: (1) presentation of more information in less space, (2) presentation of the information that is only required during a specific flight or mission situation, (3) greater flexibility and targe information carrying capacity, (4) presentation of the instantaneous position of the aircraft and prediction of its future flight path. The hardware used in the construction of these display systems could either be based on the present state of the art and include multicolored CRT's, or could include new techniques now under study such as plasmas or liquid crystals. Transi. by Y.J.A

N75-17118 Ferranti, Ltd., Oldham (Englandi, CRT'8 FOR ELECTRONIC AIRBORNE DISPLAYS M. R. Bennett /n AGARD Electron, Airborne Displays Dac 1975 13 p. refs (For svallability see N76-17107 08-06)

The two CRT display systems currently under development are described. The first is a packaged 178 x 127mm head down display (HDD) CRT. The design concept and subsequent selection of the various afternative parameters which were available at the start of the development are described. Each parameter is taken separately and the analysis and subsequent results are described. Full details are given of a final package design currently nearing completion which is intended to be fitted into a Hawker

Hunter aircraft of RAE Farnborough for flight trails to evaluate the performance under real direct sunlight and sunlit cloud conditions. The prime design consideration for this CRT was the combination of a suitable contrast enhancement technique together with the best currently available phosphor for operation at high brightness levels. The second CRT package described was again developed using a number of individual steps to optimize the design for a particular application. In this case the application was for a helmet mounted head up diaptay (HMHIID) CRT. Reduced weight and size were necessary in order to harmonize with the current helmet display concepts. This CRT was based on a commercial tube 028/9702Kh and the VX1778 designs which preceded it. The individual parameters are analyzed

N76-17119 Thomson-CSF, Paris (France). Groupement Tubes Electroniques

COLOR HEAD DOWN AND HEAD UP CRT'S FOR COCKPIT DISPLAYS

A. Martin and J. Brun In AGARD Election, Airborne Displays Dec. 1975 8 p. in FRENCH; ENGLISH summary (For availability see N76-17107 (8-06)

Important development work, during several years, led to the use of color CRT in crockpit displays. The characteristics of these tubes and their behavior in sirplanes are discussed. A separate program allowed the measurement of illumination range found during flight, for determining visibility conditions of instrument boards from complete darkness to sunlight illuminance. A simulator was built which reconstitutes the lighting conditions. Color display, incorporating color CRT, ellowing simultaneous presentation of symbols in several colors, luminance and shape were tested. Messurements of detection index, as described in another lecture, were carried on to evaluate conditions of perfectly confortable vision and conditions of 100% accuracy indication of color symbols displayed by color CRT. A 7 inch diagonal rectangular color CRT THX813-E17, meeting these specifications was developed for head down utilization. The tube incorporates a penetration screen displaying red at 10 kV, amber at 13 kV and green at 17 kV. The electron gun was designed to face beam intensity requirements at all colors and symbol luminances. An electrostatic focusing with zero current need, with focus voltage linearly dependent of screen voltage just requests single high voltage power supply for tube drive. The CRT is ruggedized and double heater gun has been adapted in order to increase reliability. Under sunlight illumination (7,000 fc), detection index over 1 were schieved, and detection index over 2 allowing very confortable vision were obtained in other less stringent conditions.

N76-17120 Air Force Flight Dynamics Lab., Wright-Patterson Flight Deck Development Branch.

SOLID STATE FLIGHT INSTRUMENT DEVELOPMENT Wayne R. Clements In AGARD Electron. Airborne Displays Dec. 1975 4 p (For availability see N76-17107 08-06)

An Air Force Advanced Development Program is investigating the applicability of dot matrix displays for flight control instrumentation. Program goals include flat panel design, digital addressability, format flexibility and multi-function operability. Validation of the technology was reported and addressed the areas of technology selection and fabrication techniques, optical contrast enhancement filtering, and dot matrix standards for legibility and design. The light emitting diode (LED) technology was selected as it fulfilled program objectives and did not require a research breakthrough prior to application. Fabrication techniques were demonstrated and are within the realm of a high volume production method. Acceptable contrast enhancement via filtering resulted from the combination of a circular polarizer, band pass element, and antireflective coatings. A contrast ratio of 6:1 under the high ambient condition, i.e., 10,000 foot candles (fc), can be achieved. Human factors studies showed little, if any, performance differences between the display of punctate and continuous symbology

Royal Radar Establishment, Malvern (England). N76-17121

LIQUID CRYSTAL DISPLAY DEVICES

E. P. Raynes In AGARD Electron. Airborne Displays
1975 14 p. refs (For svallability see N78-17107-08-06)

Liquid crystals enable low voltage (approximately 3 volt) low power (approximately 1 micro-W) displays to be made which are readable in high ambient light level and can be as large as 30 cms by 30 cms. After a brief introduction to the liquid crystalline state, the busis and the operation are described of the twisted nematic effect, which has become the most widely used liquid crystal electro-optic effect. Basic device construction is also reviewed. The origin of patches of different contrast in these devices is discussed together with methods of eliminating them to produce devices with uniform contrast. Considerable progress has been made since the invention of the dyanobiphenyls in producing stable, coloriess, low viscosity liquid crystals usable over the temperature range of -10 to +60 C. This progress is reviewed. The problems encountered with the extended temperature range required for cockpit displays and the displaying of complex alpha-numeric information is examined.

N76-17122 Royal Redar Establishment, Malvern (Erigland). MULTICOLOUR DISPLAYS USING A LIQUID CRYSTAL COLOUR SWITCK

len A. Shanks In AGARD Electron, Airborne Displays 1975 11 p refs (For availability see N76-17107 08-06)

The conversion of a monochrome CRT display to a two color frame sequential display was demonstrated using a flat liquid crystal electro-optical color switch. The use of a similar device as a polarization switch permitted the production of a frame sequential stereoscopic CRT display which may be monochrome or color. Switching speeds of 1 maec at repatition rates up to 40 Hz are achieved by using an appropriate two frequency drive to the liquid crystal cell. This is sufficiently fast to meet frame sequential requirements. The construction, properties and performance of these devices are described and their advantages and limitations are discussed in relation to cockpit displays and other military applications.

N76-17123 Services Electronics Research Lab., Baldouk (England).

ELECTRONICALLY-CONTROLLED LIQUID-CRYSTAL GRA-TICULES FOR USE IN OPTICAL SYSTEMS

C. H. Gooch and R. C. Bottomley In AGARD Electron. Airborne Displays Dec. 1975 B p refs (For availability see N76-17107

In a number of optical systems there is a requirement for a graticule whose position in the field of view can be controlled electronically. This may be achieved by a liquid crystal device addressed by MOS circuits built onto the display. The device described gives a graticula display of 400 x 150 lines and achieves a resolution of 10 lines/mm.

N76-17124 Sperry Rand Corp., Phoenix, Ariz.
RECENT HARDWARE DEVELOPMENTS FOR ELECTRONIC DISPLAY SYSTEMS FOR US MILITARY AIRCRAFT Richard A. Wallace In AGARD Electron, Airborne Displays

Dec. 1975 12 p (For availability see N75-17107 08-06)
The hardware dasign tradeoffs required to meet the varied requirements of several CRT cookpit display systems are discussed. The multimode display systems use both strake and rester techniques to present varied formats of data from radar. TV, IR, attitude, fire nontrol, flight director, and other aircraft systems. These display requirements are translated into CRT, phosphor-filter, high voltage, video, deflection, and symbol generator requirements. Power and thermal considerations are emphasized as a primary factor in various tradeoff studies. Digital symbol generation is examined in terms of hardware functional, speed, and memory size requirements.

N76-17125 Royal Radar Establishment, Malvern (England). DIGITAL SCAN CONVERSION TECHNIQUES

T. Snowball and T. R. Berry In AGARD Electron. Airborne Displays Dec. 1975 19 p refs (For availability see N76-17107 OB -06)

The Digital Semiconductor Scan Converter, and the factors determining the storage capacity required are discussed in terms of sensor and display CRT resolution, picture texture and observer aculty. A versatile experimental digital acan converter with a one megabit storage capacity, having various modes of store organization and display presentation is described.

Royal Rader Establishment, Malvern (England). POLAR TO CARTESIAN AXIS-TRANSFORMING DIGITAL SCAN CONVERTERS

T. R. Berry and T. Snowball In AGARD Electron, Airborne Displays Dec. 1975 25 p ref (For availability see N76-17107 08-06)

Ways in which digital scan converters can improve on conventional radar display formats are examined and how a display can be extended to give presentations not previously available is shown. The major limitations of son converters based on shift registers are discussed, in particular where such converters are required to transform polar rader formats to rectilinear TV. It is then shown how the introduction of the fast semi-conductor random access Memory (RAM) has made the axis-transformation problem a relatively straightforward hardware implementation of conventional axis-conversion formulae. Special display and conversion problems associated with moving platform systems are outlined, and techniques for applying motional stabilization to the converter to facilitate scan to scan integration discussed. The organization of such ground stabilized converters to provide a choice of ground or platform stabilized displays are then described. Finally, the limitations of a simple system based on a single picture point update per store word access (spot at a time transfer) is considered, and a more complex organization which allows for more than one spot to be updated at a time is outlined.

N75-17127 Hughes Aircraft Co., Culver City, Celif. DIGITAL SCAN CONVERTERS IN AIRBORNE DISPLAY EYSTEMS

G. K. Slocum and J. O. Mysing (AFAL) In AGARD Electron. Airborne Displays Dec. 1975 18 p (For availability see N76-17107 08-06)

Recent developments in digital scan converters (DSC) provide high quality image storage for avoints sensor displays and can simplify the pilot's tasks in radar target acquisition. Typical digital scan converter concepts and their system design implications are described for an air-to-air radar, a multimode radar and a high resolution reconnaissance sensor. Studies of operator performance in using stored digital imagery with various encoded gray levels show eight shades of gray are adequate for radar imagery but at least 16 are needed for electro-optical imagery. Tradeoffs in memory selection and digital image enhancement techniques are presented. The cost of ownership analysis shows that the high reliability, low maintenance adjustments and short life cycle cost savings over analog scan converter display systems.

N76-17128 Marconi-Elliott Avionic Systems Ltd., Rochester (England). ECONOMIC SCAN CONVERSION TECHNIQUES FOR INTEGRATED AVIONIC SYSTEMS

G. C. Bull and G. M. Barling. In AGARD. Electron. Airborne Displays. Dec. 1975. Bip (For availability see N78-17107.08-06) Modern cookpit displays, systems are making increasing use of TV rester techniques to provide a common signal format for a wide range of differing types of compitted and sensor data. A principal feature of such systems is the necessary scan conversion units which should provide accurate translation of data and video picture inputs into the common raster display base. Earlier double ended scan conversion tubes have been found to have almost unacceptable problems in terms of accuracy, dynamic range and ploture registration. A new technique using a tube scan converter of the single electron gun type avoids many of the problems of the serilier double ended type and permits the conversion of

high resolution video pictures without the relatively high costs

of the large memory requirements of equivalent digital scan

converters. When however the conversion picture subject is limited in size, a new digital technique has considerably reduced the memory requirements compared with those necessary for video picture conversion. By relating the scan conversion technique to the particular task in hand, it appears probable that the cost of future scan converters can be reduced to a small proportion of the overall display system cost.

N76-17129 Draper (Charles Stark) Lab., Inc., Cambridge, Mass DISPLAY GENERATOR INSTRUCTION SET CONSIDERA-TIONS FOR AEROSPACE APPLICATION

Ivan S. Johnson and Stephen K. Holford In AGARD Electron. Airborne Displays Dec 1975 11 p refs (For availability see N76-17107 08-06)

A tradeoff study to determine desirable characteristics in a display procussor for an ierospace (space shuttle) application is reported. The assumed display device is a conventional CRT. The tradeoffs involved in specifying which instructions should be implemented in the display processor's hardware repertoirs or presented. The importence of such a tradeoff focuses primarily upon the resultant software costs (size, speed of execution, time to write and de-bug) incurred as a function of whether certain instructions are implemented in the processor hardware. Other factors are size, weight, reliability, processor/display unit speed relationships, and memory implications. The tradeoff study of possible graphics capability includes most of the instructions that an aerospace display generation scheme would be contronted with including vectors, alpha-numerics, beam control instructions

(e.g., blinking, dash lines, line width, etc.) index branch, subroutine call and return, compare and skip, rotation, windowing, and special items like moving tape meter.

Author

N76-17130 EMI Electronics Ltd., Hayes (England). INTEGRATION ALGORITHM IN A DIGITAL DISPLAY STORE FOR AIRBORNE SURVEILLANCE RADAR V. B. Hulme In AGARD Electron. Airborne Displays Dec

1975 27 p refs (For availability see N78-17107 08-08)

A search for optimum integration algorithms in a multicell digital display processor for airborne surveillance and search radar is discussed. Markovian statistics are applied to evaluate performance in terms of probabilities of detection and false alarm Results are illustrated by probability graphs characterizing the alternatives examined and a selected range of parameters. The best are ranked in order of false alarm/detection probability ratio referred to this input, for a standard performance. It is concluded that algorithms employing a simple regular decrement are superior to proportional decrement algorithms or sum and dump integrators.

Author

N78-17131 Air Force Avionics Lab., Wright-Patterson AFB.

THE DAIS DESIGN AND SYSTEM INTEGRATION ASPECTS OF ELECTRONIC AIRBORNE CONTROLS AND DISPLAYS Nicholas A. Kopchick and S. Joel Premselast (Raedan Assoc. inc.) In AGARD Electron. Airborne Displays Dec. 1975 20 p refs (For availability see N76-17107 08-08)

The Digital Avionics Information System (DAIS) encompesses the maximum quilization of electronic airborne controls and displays to present to the pilot all pertinent and timely information necessary for both normal and degraded mission operations. The valient features include a description of the DAIS: (1) operational and system requirements, (2) control/display subsystem configuration and functional operation, and (3) system and subsystem life-cycle cost considerations. Through the increased use of common digital avionic equipments and software modules, an effort is being made in this program to directly attack the problem of rising life-cycle costs while, at the same time, maintaining or increasing given performance levels. Results of recent DAIS design studies and system analyses, based on typical close air support and air superiority missions, conducted by the Air Force Avionics Laboratory are presented.

N76-17132 Marconi-Elliott Avionic Systems I.td., Rochester (England). Airborne Display Div.

J R Muchin In AGARD Electron Airhorne Displays Dac 1975 10 p ref (For availability see N78-17107 08-08)

Head up display systems incorporating general purpose digital computers are now in wide scale operational service and their effectiveness and reliability have been demonstrated in over 1,000,000 flying hours. Later developments of this type of system have expanded the role of the HUD computer to include many weapon alming functions which have considerably improved weapon delivery affectiveness particularly in the air to air modes The fire control system of the YF16 prototype air combat fighter is one of the most recent systems of this type and has proved highly effective in the Edwards AFB fly-off. The latest example of this type of system is the Marconi-Elliott 664 which further extends the capabilities by the use of a fast 8K, 16 bit computer This equipment uses MSI and LSI technology and offers a significantly increased range of weapon delivery modes at a comparable cost to earlier simple HUD systems: Author

N76-17133 Ferranti, Ltd., Edinburgh (Scotland). Inertial Systems Dept

THE APPLICATION OF ELECTRONIC AND COMBINED DISPLAYS TO GROUND MAPPING AND NAVIGATION W. H. McKinlay /n AGARD Electron. Altborrie Displays Dec 1975 5 p (For availability see N76-17107 08 08)

The evolution is reviewed of navigation displays and the growth of their pictorial content. Civil and military requirements are treated. Examples of a pictorial display for transport aircraft, and a Combined Display including topographical data for military aircraft are presented. Problems of data storage and the increasing need for color are mentioned. The combined display for military aircraft is introduced and it is pointed out in particular that it permits an evolutionary approach by pilots because it retains topographical data, yet presents many new possibilities because of its versatile electronic element. Some possible future developments are mentioned and the conclusion is drawn that certain real operational constraints may be as significant as the availability of more flexible technologies.

N76-17134 Ferranti, Ltd. Edinburgh (Scotland). Inertial Systems

COMED: A COMBINED DISPLAY INCLUDING A FUEL ELECTRONIC FACILITY AND A TOPOGRAPHICAL MOVING MAP DISPLAY

William M. Aspin In AGARD Electron. Airborne Displays Dec. 1975 11 p refs (For availability see N76-17107-08-08)

The design and construction of a new combined map and electronic display (COMED) developed for use in fighter/attack aircraft are described. The operational advantages of this type of display are discussed in the context of earlier and alternative types of combined display. The principle design aims of the COMED display are described, and how these aims have been met, is explained.

N76-17136 Technische Univ., Berlin (West Germany). Inst. füer Luft und Raumfahrt.

ELANDIS: A VERTICAL SITUATION DISPLAY
Wolfgang Holstein In AGARD Electron, Alrborne Displays Dec.
1975 6 p. refs (For availability see N76-17107 08-06)

An interim report of a study of display requirements for final approach management of STOL-sircraft is presented. The proposal of this electronic landing display (ELANDIS) is based on the perspective view of the vertical situation of STOL-sircraft in landing. The concept ellows a continuous surveillance of the automatic landing system and provides sufficient information which enables the pilot to carry out the landing manually (if desired or necessary in case of failure). Furthermore there is a brief description of the hardware configuration of the hybrid simulation system (HSS). In its present state the HSS consists of an analog computer EA1 580, a digital computer PDF-11/20, a graphic display terminal GT 40, a simulation cockpit and a magnetic tape station MBS/Ampex. The software concept gives a general view of the distallow.

N75-17136 Office National d'Etudes et de Recherches Acrospatiales, Paris (France).

ASTROLABE, AN INTEGRATED NAVIGATION AND LANDING AID SYSTEM: ON BOARD AND GROUND DISPLAY OF INFORMATIONS

Jacques Dorey and Guy Ringenbach: In AGARD Electron. Airborne Displays Dec 1975 8 p refs in FRENCH; ENGLISH summary (For availability see N76-17107 08-06)

ONERA is developing a microwave localization system, based on the properties of synthetic antennas, which permits the two-dimensional (azimuth and elevation), simultaneous analysis of large number of targets made of low power bascons. This system ensures alrepace surveillance, and at the same time provides the pilot with a visualization of the surrounding terrain (a.g. runway boundaries) with the proper perspective. It permits the integration of various functions of ground control necessary to the pilot in blind navigation. The data processing and display devices are described associated with this system; an optic device, and an integrated digital device. The results are analyzed, and the application possibilities of the system are presented. Author

N75-17137 Marconi-Elliott Avionic Systems Ltd., Rochester (England).

A MULTI-SENSOR MULTI-FUNCTION DISPLAY FOR THE PANAVIA MULTI-ROLE COMBAT AIRCRAFT

D. W. Hussey In AGARD Electron, Airborne Displays Dec 1975 12 p (For availability see N76-17107 08-08)

The weapon system operator's principal access to the wide range of raw sensor and processed data available on the MRCA was implemented by the development of an integrated eleutronic display system. The equipment is one of the first to solely utilize a standard television rester to display both synthetic tabular and graphical data in a form directly compatible with EO Sensor television video signals. An electronically labelled multifunction keyboard allows the crew member to access and update the computing system data in a wide variety of modes using the minimum of controls and panel space. The generation of synthetic symbols directly in the rester by modulation of the video signal is achieved by a novel form of time-shared digital techniques providing high accuracy and resolution with a considerable economy of hardware. A particular feature of the system is the elimination of staircasing of the raster generated graphics. Other aspects include the achievement of high resolution and contrast under conditions of extreme cookpit ambient illumination. The system forms the basis of a new range of head down displays which are being developed for a wide range of military aircraft types. Author

N76-17138 Thomson-CSF, Issy les Moulineaux (France). Groupe Optronique.

CHARACTERISTICS OF HEAD-UP DISPLAY SYSTEMS [CARACTERISTIQUES DU COLLIMATEUR DE TIR ET DE PILOTAGE (HUD)]

M. Martin In AGARD Electron, Airborne Displays Dec. 1975 4 p. in FRENCH (For availability see N75-17107 08-06)

Development of second-generation head-up display systems coupled to large capacity computers that may provide not only a complex visual presentation but may also undertake all computations required for air-to-air and air-to-ground firing was reviewed. Further Applications of head-up display systems to civil aviation, primarily in relation to blind flying near ground level (automated landing approach) were also discussed. It was shown that the problem of integrating the computation and symbol generation functions for both military and civil applications may be treated similarly, although military applications tend to be more complex. A general purpose computer with a capacity of 5000 16 bit words would be adequate for these applications.

Transi by Y.J.A.

N76-17139 Royal Aircraft Establishment, Farnborough (England).
A PROGRAMMABLE RASTER-BASED DISPLAY SYSTEM FOR USE WITH ELECTRO-OPTICAL SENSORS

R. G. White (Marconi Elliott Avionic Sys. Ltd.) In AGARD Electron. Airborne Displays Dec. 1976 9 p refs (For availability see N76-17107 08-06)

An experimental sirborne, programmable rester-based electronic display system is presented, capable of generating a variety of symbology and superimposing this on a picture of the outside world provided by a forward looking daylight or low light television camera. Examples of the symbology which can be generated by the display system are described in particular the initial symbology chosen for flight trails to investigate the potential of night vision sensors for low level, high speed flight at night. The philosophy of superimposing flight information on the picture from a night vision sensor is discussed, and it is concluded that superimposed symbology is necessary if an aircraft's night time capability is to be effectively extended.

Author

N76-17140 Siemens A.G., Munich (West Germany).
WILL THE FUTURE ELECTRONIC AIRBORNE DISPLAY BE STEREOSCOPIC?

R. Stark In AGARD Electron, Airborne Displays Dec. 1975 17 p. refs (For availability see N76-17107 08-06)

Research into a method of air traffic con. ol aimed at the realization of a cockpit display which permits the pilot to participate actively in air traffic control is reported. The goal was the three-dimensional representation of airways and aircraft shead, as seen by the pilot. The working conditions of the pilots were examined with the aid of a simulator and scenes featuring relevant traffic situations were shot for a 3D-film. The pilot depends on a microcomputer and a color display unit for the method proposed. Data supplied by ground stations and airborne sensors are stored and processed on-line, i.e. in step with the picture data. For this purpose the object coordinates are transformed to the aircraft position and projected onto the picture screen separately for the left and right eyes. The mathematics, simulation equipment and simulation programs are described. The time requirements and the volume of data transmitted and processed are assessed. The results favor a stereoscopic display.

N77-16050# Advisory Group for Aerospace Research and Development, Paris (France).

VISUAL PRESENTATION OF COCKPIT INFORMATION INCLUDING SPECIAL DEVICES USED FOR PARTICULAR CONDITIONS OF FLYING

CONDITIONS OF FLYING
G. Perdriel Nov. 1976 85 p refs Partly in FRENCH and ENGLISH Conf. proc. held at Athens, 20-24 Sept. 1976 (AGARD-CP-201; ISBN-92-835-0181-0) Avail: NTIS HC A05/MF A01

Cockpit human factor engineering is discussed describing display devices, navigational instruments, and weapon systems. Conditions such as: size determination, target recognition, imaging techniques, and pilot performance are discussed. For individual titles, see N77-16051 through N77-16059.

N77-16061# Royal Aircraft Establishment, Farnborough (England). Dept. of Flight Systems.
THE DEVELOPMENT OF AIRCRAFT INSTRUMENTS

E. J. Lovesey In AGARD Visual Presentation of Cockpit

Information Including Special Devices Used for Particular Conditions of Flying Nov. 1976 15 p. refs (For primary document see N77-16050-07-06)

Avail. NTIS HC A05/MF A01
A brief history of the development of aircraft cockpit instrument layouts is presented listing some of the short-comings of current instrument displays. An Indication of probable trends for future aircraft information presentations is also given. Author

N77-16052# Service Technique de l'Aeronautique, Paria (France)
EVALUATION OF COCKPIT LIGHTING (CRITIQUE DE
L'ECLAIRAGE DES POSTES DE PILOTAGE)

L. D. Heynemann and J. P. Chevaleraud (Centre Principal d'Expertises Medicales du Personnel Navigent, Paris) In AGARD Visual Presentation of Cookpit Information Including Special Devices Used for Particular Conditions of Flying Nov. 1976 9 p. in FRENCH (For primary document see N77-18050-07-08) Avail: NTIS HC A05/MF A01

Present standards regarding the lighting of cockpits (instruments, control panels, instrument panels) are discussed. Some of these regulations are criticized in reference to flight conditions. Solutions concerning the presentation of flight information is described.

N77-16053# Forschungsinstitut fuer Anthropotechnik, Meckenheim (West Germany).

COMPARATIVE EXPERIMENTAL EVALUATION OF TWO-DIMENSIONAL AND PSEUDO-PERSPECTIVE DISPLAYS FOR GUIDANCE AND CONTROL /# AGARD Visual Presentation of Cockpit Information Including

/# AGARD Visual Presentation of Cockpit Information Including Special Devices Used for Particular Conditions of Flying Nov. 1976 15 p. refs (For primary document see N77-18050 07-05) Avail: NTIS HC A05/MF A01

The relative advantages of two and three dimensional displays are discussed. A fixed base simulation of a Do 28 airplane was used. Performance and eyepoint of regard measures were recorded as well as subjective ratings. It is shown that in flying a complex mission both displays have about the same accuracy. M.C.F.

N77-16054# Advisory Group for Aerospace Research and Development, Peris (France).

THE MALCOLM HORIZON K. E. Molecolm, and P. J. Anderson In its Visual Presentation of Cockpit Information Including Special Devices Used for Particular Conditions of Flying Nov. 1976 3 p ref (For primary document see N77-16050 07-08) Avail: NTIS HC A05/MF A01

The Malcolm Horizon is a bar of light which shines across the instrument panel of an aircraft cockpit driven by motors so as to move in a manner corresponding to the real horizon outside the alicraft. The motion is controlled by servo-motors which are driven by signals derived from the gyro platform of the stroraft. A series of simulator trials and flight trials have been carried out on the device in an attempt to evaluate it and further develop it, and to evaluate aircraft performance while using the device. The trials showed that the bar of light is very compelling, is in constant view regardless of where the gaze may be directed and does not interfere with the normal reading of the instruments. All of the pilots who have flown with the Malcolm Horizon reacted positively and would welcome the addition of this device to the cockpit.

N77-16055*# National Aeronautics and Space Administration Ames Research Center, Moffett Field, Calif.

GROUND-REFERENCED VISUAL ORIENTATION WITH IMAGING DISPLAYS: MONOCULAR VERSUS BINOCULAR ACCOMMODATION AND JUDGEMENTS OF RELATIVE SIZE

In AGARD Visual Presentation of Cockpit Information Including Special Devices Used for Particular Conditions of Flying Nov 1976 9 p refs (For primary document see N77-16050 07-06) Avail: NTIS HC A05/MF A01 CSCL 01D

Monocular and binocular judgement errors are discussed for various imaging media and techniques. The judgement errors of size and distance are described for computer and sensor generated displays.

M.C.F.

N77-16056# Pacific Missile Test Center, Point Mugu, Calif. TERRAIN FOLLOWING USING STEREO TELEVISION In AGARD Visual Presentation of Cockpit Information Including Special Devices Used for Particular Conditions of Flying Nov. 1876 10 p. refs (For primary document see N77-18050 07-08) Avail: NTIS HC A05/MF A01

An experiment was conducted to determine whether low altitude, terrain following flight could be accomplished better with stereo television than with conventional two-dimensional television. Nine subjects, both pilots and nonpilots flew a simulated F-4 aircraft using only the information supplied by an air-to-ground television system. The simulation system consisted of 12: by 30-foot, 2,000 1 scale terrain model, a gantry system carrying the television camera, a moving base cockplt, and associated computer hardware that provided the proper control stick responses. The subject's task was to fly as low as possible across a 9 mile flight corridor without going below 250 feet above ground level. A single path that varied from sea level to 4,000 feet and at a constant suspend of 300 knots was flown by all subjects. The subjects could control only the vertical dimension of the aircraft's flight.

N77-16087# Royal Air Force Inst. of Aviation Medicine, Famborough (England).
THE PRESENTATION OF CARTGRAPHIC INFORMATION

THE PRESENTATION OF CARTOGRAPHIC INFORMATION IN PROJECTED MAP DISPLAYS

In AGARD Visual Presentation of Cookpit Information Including Special Devices Used for Particular Conditions of Flying Nov. 1976 9 p. refs (For primary document see N77-18050 07-06) Avail: NTIS HC A05/MF A01

Human factors research on the information content, coding and utilization of maps and charts designed specifically for projected map displays is discussed. Particular issues are discussed such as clutter, color coding, red light legibility, relief representation, revorse format black maps and radar-map matching; general design principles are also derived.

N77-15058# Aerospace Medical Div. Aerospace Medical Research Labs. (5570th), Wright-Patterson AFB. Ohio.
MATRIX ELEMENT DISPLAY DEVICES AND THEIR APPLICATION TO AIRBORNE WEAPON SYSTEMS

/n AGARD Visual Presentation of Cockpit Information Including Special Devices Used for Particular Conditions of Flying Nov. 1976 8 p. refs (For primary document see N77-16080-07-08) Avail: NTIS HC A05/MF A01

The impact of two important matrix display design variables on tactical target recognition performance is discussed. Element density (i.e., the number of individual display resolution elements per degree as viewed by the observer) and the percent active area on the display surface were experimentally manipulated by adjusting the viewing distance from a rear projection screen over which a grid mask was placed. The targets were presented to subjects using zoom linagery at a simulated signt range which initially precluded recognition. As the target size increased subjects were asked to press a remote projector control button when they were virtually certain of the correct response. The results indicate little effect of percent active area li.e., down to 56 percent) on target recognition performance for element angular subtense values between 0.75 and 3.0 minutes of arc (corresponding to element densities of from approximately 165 to 40 elements per inch at a 28 inch viewing distance). The effects of element density, however, were large and conformed to expectations derived from the limiting resolution of the visual system Geometric mathematical derivations are provided for the relationships between element density, viswing distance, target size, sensor field of view, total number of display elements and slant range at time of target recognition

N77-16059# National Aerospace Lab., Amsterdam (Netherlands)
A THEORETICAL FRAMEWORK TO STUDY THE EFFECT
OF COCKPIT INFORMATION

In AGARD Visual Presentation of Cockpit Information Including Special Devices Used for Particular Conditions of Flying Nov. 1976 7 p refs (For primary document see N77-16050 07-08) Avail NTIS HC A08/MF A01

A theoretical framework is presented, describing human operator's participation in manned vehicle systems. The human operator is described in terms commensurate with those used for other system elements, which is desirable because of the complex intersection between human functioning and his task environment (e.g., cockpit information). The result is an integrated model of the man machine situation serving as a diagnostic tool (for existing systems) and allowing the extrapolation to new situations. The theoretical framework deals with manned vehicle systems involving the human operator performing continuous control and/or decision making tasks. It will be illustrated how the effect of cockpit information (e.g., type, quality and interference of displayed information, both visual and suditory) on human functioning and mission success can be operationalized and straightforwardly investigated.

06 AIRCRAFT INSTRUMENTATION

X77-72039 A dvisory Group for Aerospace Research and Development, Paris (France).

KEMOTELY PILOTED RE-USABLE VEHICLES
Oct 1975 64 p
(AGARD-CP-178) Avail. Advisory Group for Aerospace Research and Development, Paris, France NATO-Classified report

NOTICE Available to U.S. Government Agencies

Six papers are presented covering onboard avionics for remotely reusable attack vehicles, and data display and communication for command and control of remotely piloted vehicles.

07 AIRCRAFT PROPULSION AND **POWER**

includes prime propulsion systems and systems components, g. yas turbing engines and compressors, and on-board auxiliary power plants for aircraft. For related information see elso 20 Spacecraft Propulsion and Power, 28 Propellants and Fuels, and 44 Energy Production and Conversion

N74-19297# Advisory Group for Aerospace Research and Development, Paris (France).

TECHNICAL EVALUATION REPORT ON FLUID DYNAMICS PANEL SPECIALISTS MEETING ON NOISE MECHANISMS J. E. FfowcsWilliams Feb. 1974 19 p Meeting held at Brussels, 19-21 Sep. 1973

(AGARD-AH-86; AGARD-CP-131) Avail: NTIS HC \$4.00

The mechanics of sound generation by turbulent flows was studied. The emphysis was on aeronautical problems arising from the field of siroraft noise control. Six separate headings which effectively categorize the subject areas of the papers presented are: (1) source identification; (2) the influence of mean flow structure on the generation and propagation of sound: (3) distinctive large eddy structures; (4) excess noise; (5) the control of jet noise; (6) problem areas likely to become more important. Author

N74-19404# Advisory Group for Aerospace Research and Development, Paris (France).

V/STOL PROPULSION SYSTEMS Technical Evaluation Report

H. Grieb (Motoren-und Turbinen-Union Muenchen GmbH) and N. A. Mitcheil (Rolls Royce, Ltd.) Jan. 1974 12 p refs (AGARD-AR-64) Avail: NTIS HC \$4.00

The proceedings of a conference on propulsion systems for V/STOL aircraft are protented. The subjects discussed are: (1) propulsion system and airframe integration, (2) V/STOL propulsion system components, (3) environmental effects, and (4) V/STOL propulsion system operating experience.

N74-20401# Advisory Group for Aerospace Research and Development, Paris (France).

VISTOL PROPULSION SYSTEMS

Jan. 1974 415 p. rafs. Mostly in ENGLISH, partly in FRENCH Presented at the 42d Meeting of the AGARD Propulsion and Fnergetics Panel, Schliersee, Germany, 17-21 Sep. 1973 (AGARD-CP 135) Avail: NTIS HC \$23.75

The proceedings of a conference on V/STOL propulsion systems are presented. The subjects discussed include the following. (1) optimum engines for military V/STOL alteraft, (2) engine cycle selection for commercial short takeoff sircraft, (3) requirements for V/STOL propulsion and drive train components. (4) development of advanced technology V/STO1 propeller system, (5) engine and aircraft design consideration, affecting aircraft noise, (6) characteristics of lifting fans under cross flow conditions, and (7) operational experience with V/STOL propulsion systems. For individual titles, see N74-20402 through N74-20433

N74-20402 Motoren- und Turbinen-Union Muenchen G.m.b.H. (West Germany).

COMPARATIVE APPRAISAL OF PROPULSION SYSTEMS FOR VTOL-AIRCRAFT

Heinrich Leibach In AGARD V/STOL Propulsion Systems Jan 1974 19 p (For availability see N74-20401 11-28)

An engine-oriented method for a functional description and classification of all existing and future alroraft jet propulation systems is presented. It is assumed that all aero propulsion systems are made up of assemblies which carry out the thrust generation, thrust augmentation and thrust control functions, with various principles of operation being possible, as well as various combinations of the said assemblies. If these three fundamental functions are determined symbolically and free-of-value, it will be possible to obtain a basic description and a classification of all existing and future engines, via the determination of the energy flows. Moreover, this classification method will permit derivation and description of new, unconventional power plants.

07 AIRCRAFT PROPULSION AND POWER

N74-20403 Rolls-Royce, Ltd., Bristol (England). Engine Div OPTIMUM ENGINES FOR MILITARY V/STOL AIRCRAFT R. M. Denning and N. A. Mitchell In AGARD V/STOL Propulsion Systems Jan 1974 13 p (For availability see N74-20401 11-28)

The characteristics of propulsion systems for V/STOL low-level close support and air superiority aircraft are discussed. The requirements for optimum engines based on the operational requirements of the streraft are explained Charts, graphs, and diagrams are provided to show the evolution of military V/STOL combat aircraft and the associated propulsion systems. Author

N74-20404 Naval Air Systems Command, Washington, D.C. FORMULATING MILITARY REQUIREMENTS

R. L. VonGerichten In AGARD V/STOL Propulsion Systems Jan. 1974 12 p refs (For availability see N74-20401 11-28)

The formulation of military requirements often includes conflicting elements and may follow several different paths. Many diverse technical concepts which are in varying stages of development must be considered. The formulation process is discussed and some of the technical and design considerations are highlighted. The inception of the Navy's V/STOL Fighter-Attack Program is reviewed together with some indication of the progress on the Navy's Medium V/TOL Program. Both of which are being considered for the Sea Control Ship and other applications. Additional constraints on propulsion system development and thoughts of future propulsion requirements are provided. Author

N74-20405 Societé Nationale d'Étude et de Construction de Moteurs d'Aviation, Villaroche (France).

MOTOURS OF AVIETOR. VIRIODORE (PTENCE).
THE MOTORIZATION OF SHORT TAKE OFF AND LANDING AIRCRAFT [LA MOTORISATION DES AVIONS A DECOLLAGE ET A ATTENRISSAGE COURTS]
ROBERT LAURENS //n AGARD V/STOL Propulsion Systems Jan.

1974 16 p in FRENCH (For availability see N74-20401 11-28)

The operational and environmental requirements for STOL aircraft such as sirfield length, noise restrictions and poliution limitations are reviewed and commented on in view of the subsequent engine requirements. The choice of thermodynamic cycle for optimum take-off/cruisa thrust matching and economical sfo and the main design parameters influencing for noise are discussed. Special attention is paid to the improvements in engine handling made possible by the use of variable nozzles and/or variable pitch fans. This allows low thrust levels at high fan speeds, resulting in favorable engine response times, important for haulked landings and thrust reversal.

N74-20406 Motoren- und Turbinen-Union Muenchen G.m.b.H. (West Germany)

INVESTIGATION OF THE RELATIVE MERITS OF DIFFERENT POWER PLANTS FOR STOL-AIRCRAFT WITH BLOWN FLAP APPLICATION

H Grieb, W. Kluszmann, and G. Weist In AGARD V/STOL. Propulsion Systems Jan 1974 19 p refs (For availability see N74-20401 11-28)

The, relative merits of different air supply systems for STOL-aircraft with blown flap application are investigated. Under consideration are self-sustained supply units, such as gas turbine driven compressors, remote compressors driven with hot gas from the cruise engines and 2 possibilities for off-take of compressed air from the cruise engines. The nir supply systems reviewed are compared with respect to the design requirements. the operating behaviour including any reactions on the cruise engines, the sensitivity to component failure and the weight penalty to be expected.

N74-20407 Royal Aircraft Establishment, Bedford (England) THEORETICAL AND EXPERIMENTAL INVESTIGATION OF THE EXTERNAL-FLOW, JET-AUGMENTED FLAP
P. R. Ashill In AGARD V/STOL Propulsion Systems

1974 18 p refs (For availability see N74-20401 11-28)

Theoretical methods for calculating the forces and moments acting on wings with external-flow, jet-augmented flaps are discussed. One of the simplest of these relies on the analogy between the internal-flow, jet flap and the external-flow, jet flap. To date, this method has been limited in application by its reliance on either measured or assumed value of the jet-deflection angle and the thrust-recovery factor, i.e. the factor that is applied to the momentum flux leaving the exit of the engine nacelle to allow for turning and spreading losses. This paper is concerned with a semi-empirical method for predicting these parameters. The method is based on an analysis of a series of tests performed

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on a wing, body and injector-powered nacelle under static conditions. The formulas derived from the analysis are combined with a theory, which is based on the jet-flap analogy, to provide estimates of the forces and moments acting on wings with external-flow, jet-augmented flaps in forward flight Comparisons are made between this method and wind-tunnel data obtained from tests performed at the RAE and elsewhere.

N74-20408 Flat S.p.A., Turin (Italy). Div. Avlazione ENGINE CYCLE SELECTION FOR COMMERCIAL STOL AIRCRAFT

Giorgio Feo and Alfredo Capuani (Societa Aeritalia, Turin). In AGARD V/STOL Propulsion Systems Jan 1974 11 p (For availability see N74-20401 11-28)

The cycle and design parameters partinent to a turbofan to be used for STOL short haul applications have been studied. For the chosen strarest configuration, the criteria that condition the choice of the cycle, listed in decreasing importance, have been determined as follows: (1) low noise level. (2) high specific thrust to obtain low-weight and reduced-size engines, and (3) low specific fuel consumption (s.f.c.). It is concluded that the controlling factor is the noise level requirement for sirports in congested areas. In order to satisfy this and the mission operational requirements the turbofan engine is driven towards medium bypass ratios and high thrust weight ratios but with less emphasis on

N74-20409 Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt. Goettingen (West Germany) WIND TUNNEL TESTING WITH ENGINE SIMULATION FOR

V/STOL AIRPLANES R. Wulf and E. Melzer III AGARD V/STOL Propulsion Systems Jan. 1974 14 p. refs (For sysilability see N74-20401 11-28)

For the development of STOL and expecially for VTOL airplanes with modern engines, wind funnel testing with adequate jet and engine simulation is of great importance. Current engine systems are classified. Their main characteristics concerning the aerodynamic interference between engine and airplane or between engine and the surrounding flow field are described. Based on these aspects suitable simulation systems are discussed. The power requirement for exact simulation is estimated and in the case of compressed air supply the influence of pressure ratio and temperature is shown. Some simulators developed and used in the last few years illustrate the different testing techniques. for compressed air blowing, ejectors, and tip turbine driven fans. Concluding remarks present some proposals for a future collaborative program of work in the field of engine simulation.

N74-20410 General Electric Co., Cincinnati, Ohio. Aircraft

RECENT TECHNOLOGY ADVANCES IN THRUST VECTOR-ING SYSTEMS

Richard P. Taylor and Joseph A. Londer In AGARD V/STOL Propulsion Systems Jan. 1874 11 p. refs (For availability see N74-20401 11-2B)

The important technical challenges that must be overcome in order to make a reality of thrust vectoring of an afterburning engine for a multi-mission aircraft. Two approaches to vectoring - with and without afterburning in lift are described which have been developed to the point that they are available for direct application to an engine development program. In addition, the evaluation/selection/design criteria for vectoring systems have developed to the point where specific design and configuration gonsiderations that are peculiar to VTOL are identified and reasonably well understood. Thus, although the engine and aircraft industry continue the search for and development of even better thrust vectoring systems and installations, it is nonsidered that the fundamental technology and knowhow is available to proceed with a thrust vectored, afterburning engine and sircraft.

N74-20411 Societe Nationale Industrielle Aerospatiale, Paris

SHORT HAUL AIRCRAFT ADAPTATION TO THE USE OF SHORT LANDING FIELDS (ADAPTATION MOTEURS-CELLULE DES AVIONS COURTS COURRIERS UTILISANT DES PISTES COURTES)

Plerre Guyot In AGARD V/STOL Propulsion Systems Jan 1974 11 p In FRENCH (For availability see N74-20401 11-28)

The results of an engine/airframe optimization study carried out in order to investigate the effect that field length has on aircraft weight and direct operating costs are given. The study uses an aircraft with a fixed passenger load, flight plan and aerodynamic characteristics, and an engine with a fixed gas generator. The two main parameters are then wing loading and bypass ratio, it was concluded that there is a considerable penalty in operating costs for shortening the field length.

N74-20412 Army Air Mobility Research and Development Lab., Cleveland, Ohio.

BASIC RESEARCH REQUILEMENTS FOR VISTOL PROPUL-

SION AND DRIVE-TRAIN COMPONENTS

John Acurio In AGARD V/STOL Propulsion Systems Jan.

1974 14 p (For evallability see N74-20401 11-28)

The design of aircraft engines for use with V/STOL aircraft is discussed. Emphasis is placed on the serodynamic components of the engine. The subjects discussed are as follows: (1) general requirements, (2) compressors, (3) turbines, (4) combustors, and (5) drive train concepts. Graphs of engine performance under various operating conditions are provided.

N74-20413 Deutsche Forschungs- und Versuchsenstelt füer Luft- und Raumfahri, Porz (West Germany). AER ODYNAMIC INTERPERENCE BETWEEN FUSELAGE AND LIFTING JETS EMERGING FROM ITS LOWER PART

G. Viehweger In AGARD V/STOL Propulsion Systems Jan. 1974 14 p refs (For availability see N74-20401 11-28)

In a basic experimental study on a cylindrical fuselage, the change in lift and pitching moment induced by two lifting jets of high velocity, situated one behind the other, is determined. The constructional principle of the model permits a wide variation of fuselage length, of the distance between the jets and the diameter of the jet nozzles. As aerodynamic parameters the engle of attack, the location of a wing relative to the jet nozzies, the mainstream and the jets velocities are varied within a wide range. The pressure distribution on the whole surface of the cylindrical fuselage central section is measured. The results provide a survey on the influence of the different parameters. The aerodynamic problems are discussed. The experimental installation and the performance of the tests are described.

N74-20414 Army Air Mobility Research and Development Lab., RESEARCH TOWARD DEVELOPMENT FEASIBILITY OF AN ADVANCED TECHNOLOGY V/STOL PROPELLER SYSTEM

James Gomez, Jr. and Robert M. Levintan In AGARD V/STOL Propulsion Systems Jan. 1974 12 p. refs. Prepared in cooperation with Hamilton Standard Div., United Aircraft Corp., Windsor Locks, Conn. (For availability see N74-20401 11-28)

Analytical studies and limited hardware efforts have shown that improvements can be obtained in V/STOL propeller components through the use of improved materials and new concepts. Several of the design concepts which evolved from a baseline feasibility study were explored. Some have been partially proven and others require significantly more research than anticipated. Laboratory test work to date on the boron-aluminum blads spar indicates that the material characteristics are ideal for a propeller environment. However, the efforts expended for research on titanium gear tooth coatings have indicated that much more research is necessary.

N74-20415 Motoren- und Turbinen-Union Muenchen G.m.b.H.

THE INFLUENCE OF THE CONTROL CONCEPT FOR V/STOL ENGINES ON THEIR STATIC AND DYNAMIC PERFORM-ANCE CHARACTERISTICS

K. Bauerfeind and G. Doepner In AGARD V/STOL Propulsion Systems Jan. 1974 13 p. refs (For availability see N74-20401

The decrease of total thrust and the changes of important angine parameters of two-spool bypass engines caused by bleeding air lipstream of the combustion chamber for stabilizing and for maneuvering. VTOL-aircraft in the hover or transition phase have been investigated. A variation of the engine design parameters turbine inlet temperature, total pressure ratio and bypass ratio has been considered. In each case three different control concepts have been applied: (1) the power lever position calls for a constant fuel flow, (2) the power lever position calls for a constant HP-compressor speed, and (3) the power lever position calls for a constant turbine inlet temperature. The smallest decrease in total thrust results when the HP-compressor speed is kept constant, when the total pressure ratio is 20 or above and the

bypass ratio is between 2 and 10. The design turbine inlet temperature only has a minor effect on this. But, on the other hand, the increase of turbine inlet temperature due to bleeding air is very high. The biggest decrease in total thrust occurs when the turbine inlet temperature is kept constant by the control system and when the engine has a high bypass ratio and also a high design turbine inlet temperature.

N74-20416* National Aeronautics and Space Administration Ames Research Center, Moffett Field, Calif. INTEGRATED PROPULSION/ENERGY TRANSFER CON-TROL SYSTEMS FOR LIFT-FAN V/STOL AIRCRAFT Wallace H. Deckert and L. Stewart Rolls. In AGARD V/STOL Propulsion Systems Jan. 1974 8 p. refs (For availability see N74-20401 11-28)

An integrated propulsion/control system for lift-fan transport aircraft la described. System behavior from full-scale experimental and piloted simulator investigations are reported. The lift-fan transport is a promising concept for short-to-medium haul civil transportation and for other missions. The lift-lan transport concept features high cruise airspeed, favorable ride qualities, small perceived noise footprints, high utilization, transportation system flexibility, and adaptability to VTOL, V/STOL, or STOL configuretions. The lift-fan transport has high direct operating costs in comparison to conventional aircraft, primarily because of propulsion system and aircraft low-speed control system installation requirements. An integrated lift-fan propulsion system/sircraft low-speed control system that reduces total propulsion system and control system installation requirements s discussed.

N74-20417 Pratt and Whitney Aircraft, East Hartford, Conn. V/STOL DEFLECTOR DUCT PROFILE STUDY

R. I. Strough and T. A. Wynosky /n AGARD V/STOL Propulsion
Systems Jan. 1974 13 p (For availability see N74-20401

V/STOL deflection of exhaust gases creates static pressure gradients within defientor system dusting which propagate upstream and produce a nonsymmetric back-pressure distribution on the fan. Depending on the deflector design, the fan will experience a higher-than-average back-pressure at one point in the duct, and lower-than-average pressure near the deflector. If this back-pressure distortion is severe enough, engine stability can be compromised. Experimental and analytical studies were conducted to study the back-pressure distortion problem. Small-scale cold flow inodels of various deflector devices were tested to obtain a parametric mapping of the back-pressure disturbance as a function of bypass ratio, duct Mach number, and deflector geometric parameters. Screens of verying solidity were used to generate total pressure gradients around the rivot similar to those generated by the fan. The parametric distortion patterns were then duplicated on a specially designed full-scale fan test rig, and fan aurye maigin degradation was related to the generated back-pressure profile. The final analysis resulted in the formulation of design ground rules which establish criteria for the disturbance proximity and magnitude that current turbomachinery can tolerate.

N74-20418 Societe Nationale d'Etude et de Construction de Moteurs d'Aviation, Villaroche (France). LOW SPEED TURBINE GEAR BOX TURBINE LENTE CONTRE BOITE D'ENGRENAGES Victor Benalmhon In AGARD V/STOL Propulsion Systems Jan. 1974 17 p. in FRENCH (For availability see N74-20401 11-28)

A propulsion system is proposed where a low speed highly loaded turbine driven by two gas generators is coupled directly to the rotor shaft, thus avoiding the heavy gear box. A description is given of the mechanical and aerodynamic characteristics of this propulsion system and its capability to meet the requirements various operating conditions, including high speed flight with propulsion support by the turbulats used as gas generators for the rotor turbine. The system described is compared with a conventional propulsion system with respect to fuel consumption and maintenance cost. Author

N74-20419 As:ospace Research Labs., Wright-Patterson AFB, Ohio. Energy Conversion Lab.
COMPACT THRUST AUGMENTORS FOR V/STOL AIR-CRAFT

Brian Quinn In AGARD V/STOL Propulsion Systems 1974 12 p refs (For availability see N74-20401 11-28)

AIRCRAFT PROPULSION AND POWER

The prospect of undertaking V/STOL and cruise flight with the same powerplant has considerable appeal and can be achieved by proper use of thrust augmenting ejectors. Proper use requires an ejector that simultaneously satisfies two conflicting requirements; high performance and installation compactness. In addition to elementary design considerations, the following paragraphs discuss the loss mechanisms to which augmentors are most sensitive and describe how they may be manipulated to produce high levels of thrust sugmentation in ejectors suitable for V/STOL aircraft. Conclusions are corroborated by the results of experimental investigations of the effects of geometric constraints on the flow structure and performance of thrust augmenting ejectors.

N74-20420 National Research Council of Canada, Ottawa (Ontario), Gas Dynamics Lab.
THRUST PERFORMANCE OF PODDED LIFT-FANS IN CROSSFLOW

R. A. Tyler and R. G. Williamson in AGARD V/STOL Propulsion Systems Jan. 1974 14 p refs (For availability see N74-20401 11.28)

Experimental data relating to the thrust performance in crossflow of single, individually podded, lift-fans are discussed. Various 15-inch tip diameter fan arrangements were tested over a range of grossflow velocity ratio typical of the transition flight profiles of proposed lift-fan aircraft. Each model was operated in isolation in a manner allowing fan thrust (efflux momentum) to be assessed directly from force-balance measurements. The relevant transition conditions, in association with practical dimensional restrictions on intake geometry for separately cowled fans (in, for instance, multiple in-line arrangement) suggest that lip flow separation could be an important feature of the inflow distortion arising from crossflow. In such circumstances thrust deterioration with increasing crossflow velocity is appreciable. The measured data illustrate the influence on fan thrust sensitivity to crossflow of various installational features including fan operating point, cowi lip radius, inlet axial depth, and crossflow Author

N74-20421 National Gas Turbine Establishment, Pyestock (England).

SOME ENGINE AND AIRCRAFT DESIGN CONSIDERA-TIONS AFFECTING NOISE

D. R. Higton and T. A. Cook (Roy. Aircraft Estab., Farnborough, Fngl.) In AGARD V/STOL Propulsion Systems Jan. 1974 9 p ref Prepared in cooperation with Roy. Aircraft Estab., Fernborough, Engl. (For availability see N74-20401 11-28)

The general prospects for further reductions in engine noise are reviewed. The factors which determine the best combination of engine specific thrust [or by-pass ratio] and complexity of acoustic treatment are assessed. The effect of design require-ments, particularly that of field length, on aircraft noise and economics is then discussed, together with the prospects for manipulating airframe design parameters in order to reduce noise. Quantitative consideration of noise shielding is not included; this can be regarded as an important effect meriting a separate study. Some of the interactions between engine and alreraft design as they affect the economics and noise of conventional short range aircraft for short to medium field lengths are analyzed.

N74-20422* National Aeronauties and Space Administration. Lewis Rossarch Center, Cleveland, Ohio. INFLUENCE OF NOISE REQUIREMENTS ON STOL PROPUL-SION SYSTEM DESIGNS

Raymond J. Rulis In AGARD V/STOL Propulsion Systems Jan. 1974 17 p refs (For availability see N74-20401 11-28)

The severity of proposed noise goals for STOL systems has resulted in a new design approach for aircreft propulsion systems it has become necessary to consider the influence of the noise goal on the design of engine components, engine systems, and the integrated nacelle, separately and collectively, from the onset of the design effort. This integrated system design approach is required in order to effect an optimization of the propulsion and aircraft system. Results fron- autensive design studies and pertinent test programs are presented which show the effect of noise specifications on component and system design, and the trade-offs possible of noise versus configuration and performance. The design optimization process of propulsion systems for powered lift systems is presented beginning with the component level and proceeding through to the final integrated propulsion system. Dasigns are presented which are capable of meeting future STOL noise regulations and the performance, installation and economic penalties are assessed as a function of noise level.

N74-20423 Dowty Rotal Ltd., Glaucester (England).
THE INFLUENCE OF NOISE REQUIREMENTS ON STOL
AIRCRAFT ENGINE DESIGN

D. G. M. Davis In AGARD V/STOL Propulsion Systems Jan. 1974 11 p. refs (For availability see N74-20401 11-28)

The noise regulations applicable to STOL aircraft are discussed. It is stated that the current aircraft fail to meet the noise regulations and that a reduction of 10 to 15 PNdB must be achieved. An even greater reduction of 25 to 30 PNdB is required to make the aircraft auceptable to city center STOL landing areas. Aircraft performance parameters and flight path considerations which will contribute to a reduction in noise levels are described. A turbofan engine of relatively high hypass ratio fitted with a variable pitch fan is proposed as the basic power plant.

Author

N74-20424 Hamilton Standard, Windsor Locks, Conn. Aircraft Systems Dept.

Q-FAN PROPULSION FOR SHORT HAUL 7RANSPORTS Arthur H. Jackson, Jr. In AGARD V/STOL Propulsion Systems Jan. 1974 12 p refs (For availability see N74-20401 11-28)

The design and development of quiet fans (Q-FAN) for use with short haul transport sitoraft are described. The Q-FAN blade construction is analyzed to show the effectiveness in noise reduction. The Q-FAN uses veriable pitch techniques and is especially effective for thrust reversal operations. The advantages of variable thrust are: (1) superior thrust response and lower engine noise on landing approach, (2) lower fuel consumption at part power conditions. (3) slightly higher thrust and lower fuel consumption at cruise, and (4) bladu feethering protection from destructive engine failure.

Author

N74-20426 National Research Council of Canada, Ottawa (Ontario). Div. of Mechanical Engineering.
AERODYNAMIC CHARACTERISTICS OF AN EXPERIMENTAL LIFTING FAN UNDER CROSSFLOW CONDITIONS

U. W. Schaub In AGARD V/STOL Propulsion Systems Jan. 1974 16 p. refs (For availability see N74-20401 11-28)

The fundamental nature of crossflow distortion and the effect on lifting fan performance are discussed. The experimental procedure for determining cross flow effects is described. Diagrams are provided to show: (1) general flow curvature effect, (2) flow curvature effects in an annular iniet, and (3) crossflow/inlet flow streamline pattern. The causes and appearance of outlet plane distortion are analyzed. Graphs of the total pressure ratio-mass flow running lines of the complete fan and sub-fan elements are provided.

Author

N74-20425 National Research Council of Canada, Ottawa (Ontario). Div. of Mechanical Engineering.
NOISE CHARACTERISTICS OF AN EXPERIMENTAL LIFTING FAN UNDER CROSSFLOW CONDITIONS
G. Krishnappa In AGARD V/STOL Propulsion Systems Jan. 1974 14 p. refs (For availability see N74-20401 11-28)

The results of acoustic tests conducted on a 12-in, diameter model lifting fan, to find the effect of crossflow on its noise redistion characteristics are presented. The broadband noise levels increased with the velocity of the crossflow. The fundamental blade passing frequency and its second harmonic tones showed moderate changes in the field shapes and levels for low crossflows. At high crossflow velocities due to the presence of a partial stalled region the tone levels increased drastically. The tones generated by the rotor blades due to inflow distortions were believed to dominate over the rotor and stator interaction levels. At fan speeds close to the design point, there were only slight changes in the tone levels and field shapes at the blade passing frequency as the blade incidence excursions became less severe and rotor and stator interaction was much stronger. However, at the higher crossflow velocities the second harmonic tones showed substantial reductions in tone levels with different field shapes.

N74-20427 Detroit Diesel Allison, Indianapolis, Ind COST OF OWNERSHIP FOR PROPULSION SYSTEM OF POWERED LIFT AIRCRAFT

W. L. McIntire In AGARD V/STOL Propulsion Systems Jan. 1974 20 p. refs (For availability see N74-20401 11-28)

A discussion of the relationship of advanced propulsion technology for powered lift V/STOL aircraft and the elements of cost of ownership development, acquisition, and operation and maintenance is presented. Competitive demonstrator programs, component technology versus aircraft, and mission

requirements and implementation of design-to-cost programs are discussed an basic cost considerations for the development program element of cost of ownership. Production requirements and manufacturing methods required for new materials and advanced serodynamic components are presented as the second cost of ownership parameter to provide acquisition costs effectively balanced with performance and cost. Finally, system performance, reliability, and maintainability are evaluated to ensure that the total cost of ownership is commensurate with the job to be done.

Author

N74-20428 Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany) Unternehmensbereich Flugzeuge. PROPULSION SYSTEM OF THE VJ 101 C VTOL AIRCRAFT: PHILOSOPHY AND PRACTICAL EXPERIENCE

Warner Biehl In AGARD V/STOL Propulsion Systems Jan. 1974 14 p. refs (For availability see N74-20401 11-28)

The design and development of the VJ 101C vertical takeoff aircraft are discussed. Emphasis is placed on optimizing the aircraft configuration with respect to the propulsion system. The special requirements for the engines and intakes to provide a vertical takeoff and supersonic flight capability are analyzed. The problem areas considered are as follows: (1) thrust modulation for stitlude control. (2) afterburner thrust for vertical takeoff, (3) hot gas relingestion, (4) ground suction. (5) ground erosion, and (6) noise. Graphs of aircraft and engine performance under various flight conditions are included.

N74-20429 De Havilland Aircraft Co., Ltd., Downsview (Ontario) Advanced Research.

THE DEVELOPMENT OF AN INTEGRATED PROPULSION SYSTEM FOR JET STOL FLIGHT RESEARCH

J. A. Conway In AGARD V/STOL Propulsion Systems Jan. 1974 15 p refs (For svailability see N74-20401 11-28)

The Augmentor-Wing powered lift concept provides the high lift required for STOL terminal operations by means of a close interrelationship between the propulsive and aerodynamic functions of the system. Therefore, the propulsion system is subject to more extensive design requirements than a conventional engine Installation. Subsequent to extensive large scale model testing of the concept, general agreement was reached that flight research was feasible and desirable, but in view of the long development times and high costs involved, particularly in respect to engines, means would have to be found to utilize both existing engines and airframe. A de Havilland Buffalo airframe became the basis of the Augmentor-Wing flight research aircraft. The selection, modification and testing of the Holls-Royce Spey 801 SF which became the basic power plant for the research aircraft are discussed. A description of the associated augmentor ducting is also given, together with an outline of the propulsion aspects of the first phases of testing.

N74-20430 Dornier-Werke G.m.b.H. Friedrichshafen (West Germany).
PROBLEMS OF V/STOL AIRCRAFT CONNECTED WITH THE PROPULSION SYSTEM AS EXPERIENCED ON THE Do 31

EXPERIMENTAL TRANSPORT AIRCRAFT
M. Lotz and P. Bartels In AGARD V/STOL Propulsion Systems

Jan. 1974 12 p refs (For availability see N74-20401 11-28) For V/STOL sircraft, the additional functions of the propulsion system cause some problems which do not occur on CTOL aircraft As a consequence, the design and operation of V/STOL aircraft is more strongly influenced by propulsion-related problems. These problems are discussed based on the experience with the Do 31 jet lift transport. Hot gas reingestion largely determined the take-off technique adopted for the Do 31. Ground erosion of artificial and natural surfaces is discussed. The most important effects of jet interference in hover and transition are described. The lift engine air intakes have to provide very low thrust losses in hover, low distortion in transition and in-flight starting capability Some aspects of hover flight control by differential thrust modulation, differential thrust vectoring and reaction control by blead air are discussed. Finally, the Influence of near field noise on the airframe structure and the possibilities of influencing community noise by exploiting the high operational flexibility $\bar{\mathrm{of}}$ V/STOL aircraft are described. Author

N74-20431 Rolls-Royce, Ltd., Bristol (England). Engine Div. PEGABUS ENGINE OPERATING EXPERIENCE IN THE HARRIER AIRCRAFT

R. J. Cant In AGARD V/STOL Propulsion Systems Jan 1974 18 p (For availability see N74-20401 11-28)

The performance of the Pegasus engine installed in the

Harrier aircraft is discussed. The special demands made on an engine for single engine V/STOL close combat application are explained. Operational experiences on the engine are analyzed to show the effects of: (1) the vectoring nozzle system, (2) bird strikes, (3) foreign object damage, (4) aircraft stabilizing, and (5) hot gas reingestion.

N74-20432 Vereinigte Flugtochnische Warke-Fokker G.m.b.H., Bremen (West German v).

THE DEVELOPMENT AND FLIGHT TESTING OF THE PROPULSION SYSTEM OF THE VAK 191 B V/STOL STRIKE AND RECONNAISSANCE AIRCRAFT Klaus Wielend // AGARD V/STOL Propulsion Systems Jan.

Klaus Wieland /ri AGARD V/STOL Propulsion Systems Ja 1974 12 p (For availability see N74-20401 11-28)

The VAK 191 B has a mixed propulsion system comprising a main lift/cruise engine in the fuselage center and two lift engines installed in the front and the rear section of the fuselage. Blend air is taken from each engine for aircraft attitude control. Design and development of the propulsion system including the control bleed system will be discussed. The type of control for the propulsion and bleed air system plays an important role towards achieving maximum performance. Extensive model testing has been done to investigate main and lift engine intake performance, lift engine relight capability and hot gas reingestion characteristics of the aircraft. The results have been proven in ground and flight testing. Full scale testing of the bleed air system has been carried out to derive steady state and dynamic obsrecteristics. During ground and flight testing with three prototypes performance, handling and reliability of the propulsion system under VTOL and transition conditions were investigated. Some special results and comparison with predictions are prasented.

N74-20433 Advisory Group for Aerospace Research and Development, Paris (France).

TECHNICAL EVALUATION REPORT ON 42ND PROPULSION AND ENERGETICS PANEL MEETING ON V/STOL PROPULSION SYSTEMS

H. Grieb and N. A. Mitchell *In Its* V/STOL Propulsion Systems Jan 1974 7 p. refs (For availability see N74-20401 11-28)

A technical evaluation of the conference on V/STOL propulsion systems is presented. Comments are prepared concerning the papers that were submitted and the round table discussions are summarized. Recommendations are submitted concerning the future course of actions to be taken for design and development of V/STOL aircraft and engines. The questions which were used as a guide line and the main points of discussion are briefly answered.

N75-12954# Advisory Group for Aerospace Research and Development, Paris (France).

DISTORTION INDUCED ENGINE INSTABILITY

Oct. 1974 182 p refs Lecture series held at London, 7-8 Nov 1974, at Wright-Patterson AFB, Ohio. 11-12 Nov. 1974, and Philadelphia, 14-15 Nov. 1974

Philadelphia, 14-15 Nov. 1974 (AGARD-LS-72) Avail NTIS HC \$7.00

The design criteria for jet aircraft engines and turbomachinery to obtain minimum airflow distortion and engine instability is discussed. The sources of distortion are identified. The aerodynamic and mechanical response of selected engines under distorted flow conditions are analyzed. Techniques for predicting and measuring the stability of an engine are described. Methods for increasing the tolerance of the engine to distorted flow in order to obtain more stable operation are explained. For individual titles, see N75-12955 through N75-12961.

N76-12955 Naval Postgraduate School, Montersy, Calif. INTRODUCTION TO DISTORTION INDUCED ENGINE INSTABILITY

Allen E. Fuhs /n AGARD Distortion Induced Eng. Instability Oct. 1874 19 p. refs (For availability see N75-12954 04-07)

Propulsion system instability, which may be caused by distorted inlet flow, is a recurring problem which must be solved in each new alroaft development program. Trends in engine and airframe design that keep distortion sensitivity as a continuing problem are discussed. Sources of inlet flow distortion are catalogued. This information is used to assess the potential difficulties in development of a variety of aircraft types. Methods for describing distortion both experimentally and conceptually are introduced. Sufficient beokground is stated to provide a perspective of the lecture series.

Author

N76-12966 Societe Nationale d'Etude et de Construction de Moteurs d'Aviation, Villaroche (France).

SOURCES OF DISTORTION AND COMPATIBILITY

R. Bouillet and J. M. Brasseur *In* AGARD. Distortion induced Eng. Instability. Oct. 1974. 11 p. refs. (For availability see N75-12954-04-07).

An analysis of the sources of flow distortion and operating compatibility for jet aircraft engines was conducted. The aspects of flow distortion considered are: (1) various operating cases of air intakes. (2) air intake design and engine compatibility. (3) test facilities required to compensate the lack of theoretical data and to confirm predictions, and (4) typical examples of air intake modifications aiming at significant improvement of the internal flow. The conditions of operation considered are normal operation in which the velocity field around the aircraft in an assumed infinite atmosphere is the only factor considered, and operation under conditions of disturbances from ground effect.

Author

N75-12957 Rolls-Roycs, Ltd., Bristol (England). Installation Aerodynamics Dept.
AERODYNAMIC RESPONSE

R. G. Hercock and D. D. Williams In AGARD Distortion induced Eng. Instability Oct. 1974 41 p refs (For availability see N75-12954 04-07)

The serodynamic response of turbomachinary to steady and time-variant total pressure and temperature distortion is discussed Examples of changes in compressor characteristics are presented. Experimental correlations of surge margin loss, the concept of a critical or effective spolled sector angle and compressor sensitivity are then discussed in relation to simple theoretical ideas for circumferential distortion. The development of the distortion index approach to account for the effect of radial and mixed radial circumferential total pressure distortion and the impact of turbulence or unsteady flow is outlined. Comments on foreign gas ingestion are made. Some current suditing procedures are described. Limitations of isolated spool rig tests are discussed, and surge harmershock data are presented.

Author

N75-12988 Stevens Inst. of Tech., Hoboken, N.J. Dept. of Mechanical Engineering.

AEROMECHANICAL RESPONSE

F. Sisto In AGARD Distortion Induced Eng. Instability Oct 1974 13 p. refs (For availability see N75-12954 04-07)

Physical mechanisms are discussed which lead to the acromechanical response of sala-flow fan and compressor components when these mechines operate with a distorted inlet flow. Steady response of blades, venes and discs are considered briefly. Forced excitation of rotating components are treated. The specific form of the exciting gusts are elucidated. Self-excited vibrations of rotor blades and stator venes are considered as stemming from the general degradation of flow with distortion. Shaft and disc vibrations are also discussed as possible seromechanical responses to distorted flow. The role of various forms of damping and the use of composite materials are described with attendant problems in application through design. Remedial action available to the aeromechanical engineer is discussed with the objective of ameliorating the adverse effects of discorted-induced structural response.

N75-12959 Motoren- und Turbinen-Union Muenchen G.m.b.H. (West Germany).

PREDICTION TECHNIQUES

H. Mokelke In AGARD Distortion Induced Eng. Instability Oct. 1974 32 p. refs (For availability see N75-12954 04-07)

An outline is presented on mathematical modelling for prediction of the aerodynamic response of alreaft engine compressors to steady-state and time-dependent pressure and temperature distortion. A detailed review is made of various models. In particular their assumptions, their limitations for practical applications and their scope for further development are discussed Results predicted with the models (as far as possible compared with experimental evidence) are selected from published works.

Author

N75-12960* National Aeronautics and Space Administration Flight Research Center, Edwards, Calif.

YEST TECHNIQUES, INSTRUMENTATION, AND DATA PROCESSING

William G. Schweikhard In AGARD Distortion Induced Englinstability Oot 1974 43 p. refs (For availability see N75-12954 04-07)
CSCL 21E

Procedures for determining the effects of dynamic distortion on engine atability are analyzed. The test techniques, methods and types of instrumentation, and data processing functions are described. The advantages and limitations of various methods.

are reported. It is emphasized that ground facility tests are only a simulation of the flight environment, that instrumentation provides only a partial representation of the physical phenomena, and that poorly organized data processing procedures can impede and even distort the final result.

N75-12961 Pratt and Whitney Aircraft, East Hartford, Conn. METHODS TO INCREASE ENGINE STABILITY AND TOLERANCE TO DISTORTION

A. A. Mikolajczak and A. M. Pfeffer. In AGARD. Distortion Induced Eng Instability Oct 1974 17 p refs (For availability see N75-12954 04-07)

Techniques used during engine design which ensure stable engine operation over the complete flight envelope of the aircraft in which it is installed are discussed. Adequare stability margin is required to allow for the expected levels of inlet distortion. engine to ongine variations, engine aging and excursions of compressor operating lines during transients. Since the stability margin can be increased by raising the surge line of a compressor. increasing its tolerance to inlet distortion and modifying the design to reduce the sensitivity to transients, all these topics are treated in some depth. Emphasis is placed on the design for adequate stability margin and minimum penalty in engine fuel consumption, cost and weight.

N75-22325# Advisory Group for Aerospace Research and Development, Paris (France).

SECONDARY POWER SYSTEMS FOR ADVANCED ROTOR-CRAFT

Raymond G. Smith (Boeing Vertol Co., Phila. Pa.) Feb. 1975 94 p refs

(AGARD-AG-1106; AGARDograph-206) Avail: NTIS HC \$4.75 The results are presented of a review of European manufactured Secondary Power Systems (SPS) for rotorcraft. A compilation of SPS functions, parametric SPS component data for optimization trade studies, and a trade study to select on optimum SPS are presented. The study addresses the aspects of integrated SPS (electrical, hydraulic, pneumatic and mechanical) concepts for cockpit and avionics environmental control systems, the protection system, holst drive system, main engine starting, auxiliary power unit and its starting system integration. System optimization and recommended selection are based on trade study parameters of weight, cost and product assurance. Author

N75-23575# Advisory Group for Aerospace Research and Development, Paris (France). POWER PLANT CONTROLS FOR AERO-GAS TURBINE ENGINES

Mar. 1975 374 p refs in ENGLISH; partly in FRENCH Presented at the 44th Meeting of the AGARD Propulsion and Energetics Panel, Ustaoset, Norway, 9-13 Sep. 1974 (AGARD-CP-151) Avail: NTIS HC \$10.00

Control requirements, control simulation techniques, and control system hardware for improved reliability of aircraft gas turbine engines are elaborated. For individual titles, see N75-23676 through N75-23601.

N75-23876 National Research Council of Canada, Ottawa

AEROTHERMODYNAMIC FACTORS GOVERNING THE RESPONSE RATE OF GAS TURBINES

B. D. Madsasc and H. I. H. Saravanamuttoo (Carleton Univ.)

In AGARD Power Plant Controls for Aero-Gas Turbine Eng. Mar. 1975 11 p refs (For availability see N75-23575 15-07)

The constraints on gas turbine response rates resulting from serothermodynamic considerations are reviewed and the use of variable geometry to improve the response rate is discussed. Mathematical models, which have to be verified experimentally. permit a detailed investigation of engine transient response. The transient behavior of a single spool unit is quite different from that of a twin spool unit and techniques of improving the response rate of both are discussed; significant gains can be realized and the use of simulation techniques permits these to be evaluated before carrying out actual engine tests.

N75-23577 Centre d'Essais de Propulseurs, Saclay (France).
CONTRIBUTION OF FLIGHT SIMULATION TESTS TO THE STUDY OF TURBOMACHINE CONTROL [CONTRIBUTION DES ESSAIS EN VOL SIMULE A L'ETUDE DE LA REGULA-TION DES TURBOMACHINES)

Vincent Nardone and Jean Claude Ripoli In AGARD Power Plant Controls for Aero-Gas Turbine Eng. Mar. 1975 9 p refs in FRENCH (For availability see N75-23575 15-07)

Flight simulation tests and their use to develop controls for turbine engines under various flight conditions are discussed. Tests examined the effects of pressure, static pressure build up, and temperature at various Mach numbers. Engine response and control during the transition phase were also studied.

Transi. by E.H.W.

N75-23578 Bosing Commercial Airplane Co., Renton, Wash. Propulsion Technology Controls Group.
AN AIRPRAME MANUFACTURER'S REQUIREMENTS FOR

FUTURE PROPULSION CONTROLS

Peter W. Kamber In AGARD Power Plant Controls for Aero-Gas Turbine Eng. Mar. 1975 17 p. refs (For availability see N75-23575 15-07)

Selective allocation of service bleed is presented as a means of extending engine life for a mix of nominal and deteriorating engines while preserving a desired thrust distribution. Rating command control is examined as a means to permit simple and definitive power setting, where each power rating is uniquely associated with a pushbutton or throttle position. Hydromechanical and electronic control systems are compared and it is reported that electronics will be used for most advanced control modes. Electronic engine controls are also presented as the foundation for improved coordination with flight controls, and for on-line engine condition manitors.

N75-23579 Rolls-Royce, Ltd., Derby (England).
CONTROL SYSTEM REQUIREMENTS DICTATED BY OPTIMIZATION OF ENGINE OPERATION

Christopher Linley Johnson In AGARD Power Plant Controls for Aero-Gas Turbine Eng. Mar. 1975 5 p (For availability see N75-23575 15-07)

A pneumatic mechanical flat rating system is included in the RB 211 control system and the reason for the choice of parameters on which this operates is discussed. On this system the pilot sets up the engine rating and the control then maintains it through variations of temperature and altitude.

N75-23580 Hamilton Standard Div., United Aircraft Corp., Windsor Locks, Conn. Electronic Systems Dept. ENGINE CONTROL FOR HARPOON MISSILE SYSTEM D. A. Prue In AGARD Power Plant Controls for Aero-Gas Turbine Eng. Mar. 1975 14 p (For availability see N75-23575

15-07)

The fuel control system for the Teledyne CAE J402-CA-400 angine is described. The control is configured as a low cost, engine mounted, closed loop electronic system. It measures exhaust gas temperature and compressor infet temperature as sensed parameters for acceleration. A unique and straightforward approach to hydraulic system implementation utilizes a direct angine driven centrifugal pump and a proportional solenoid fuel metering system. The pump and fuel metering components constitute one assembly installed in the engine tail cone. The control approach and the reasons for selection of the mode of control and hardware implementation are described. The engine is used as the sustainer propulsion system for the U.S. Navy harpoon missile system. Author

N75-23581 Ministry of Defence, London (England). RELIABILITY SPECIFICATION FOR GAS TURBINE CON-TROL SYSTEMS

C. G. White In AGARD Power Plant Controls for Aero-Gas Turbine Eng. Mar. 1975 9 p. refs (For availability see N75-23575 15-07)

Reliability is a procurement requirement like any other parameter such as cost, response or program time scale. The problems peculiar to engine control systems are examined and some suggestions made. The problems of specifying reliability parameters are reviewed and methods of reliability assurance and measurement are described

N75-23582 Air Force Aero Propulsion Lab., Wright-Patterson AFB, Ohio.

THE ROLE OF COMPUTERS IN FUTURE PROPULSION CONTROLS

Charles E. Bentz In AGARD Power Plant Controls for Aero-Gas Turbine Eng. Mar. 1975 9 p. refs (For availability see N75-23576

The role of computers in future propulsion controls is reviewed from two different viewpoints - the integrated avionics approach and the dedicated propulsion system approach. The discussion presented suggests that a dedicated computer for the propulsion system control will provide a more optimum solution in the Author

N75-23583 Pratt and Whitney Aircraft, East Hartford, Conn. CONTROL DESIGN CONSIDERATIONS FOR VARIABLE GEOMETRY ENGINES

W K. Tervo and J. M. Tringali. In AGARD. Power Plant Controls for Aero-Gas Turbine Eng. Mar. 1975. 8 p. refs (For availability see N75-23575. 15-07).

Variable cycle engine control requirements are described. Control variables and potential sensed parameters are discussed. The complexity of the job is shown to require optimal control logic. An application of optimal control techniques is presented including simulation results.

Author

N75-23594 Motoren- und Turbinen-Union Muenchen G.m.b.H. (Wast Germany).

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PRAC: A NEW AERO GAS TURBINE ENGINE CONTROL CONCEPT

K. Bauerfeind In AGARD Power Plant Controls for Aero-Gas Turbine Eng. Mar. 1975 14 p (For availability see N75-23575 15-07)

The Pressure Ratio Acceleration Control (PRAC) offers a new approach to the control of modern aero gas turbine engines. With the exception of the use of high accuracy pressure transducers mounted in a temperature controlled box directly on the engine all other system components are of today's standard of technology. A simple bread board model of PRAC had been built and successfully tested in conjunction with an Orpheus jet engine in a high altitude test facility. A more sophisticated PRAC control system for a modern supersonic bypass engine is being tested at present in conjunction with an engine simulator and the actual facil system hardware on a control system rig at MTU. The paper outlines the control philosophy of PRAC and presents test results achieved so far.

N76-23585 Rolls-Royce, Ltd., Watford (England). Small Engine

HELICOPTER ENGINE CONTROL: THE PAST 20 YEARS AND THE NEXT

AND THE NEXT
Edward A. Simonia and Malcolm P. Perks In AGARD Power
Plant Controls for Aero-Gas Turbine Eng. Mar. 1975
(For availability see N75-23575 15-07)

The first 20 years of gas turbine application to helicopters and the progressive evolution of their associated fully automatic engine control systems are surveyed. It is only recently that the dominant performance and safety requirements of the control have emerged with sufficient clarity to allow them to be viewed by an overall systems engineering approach instead of as plecemeat needs. A system is outlined which offers substantial reductions in size and weight over ourrent systems without any saprifice in performance or safety and with marked improvement in integrity. The utilization of digital control techniques leads to simple handling from the cockpit with self monitoring facilities and unambiguous reversionary control modes. Such a system is seen as setting a pattern for control of helicopter engines of the future.

N75-23566 National Gas Turbine Establishment, Farnborough (England).

A DIGITAL CONTROLLER APPLIED TO THE LIMITATION OF REHEAT COMBUSTION ROUGHNESS

J. H. Waters In AGARD Power Plant Controls for Aero-Gas Turbine Eng. Mar. 1975 8 p. ref (For availability see N75-23575 15-07)

Reheat combustion roughness or buzz could cause damaging fluctuations in jet pipe pressure in high performance reheat combustion systems. A control scheme is described which controls reheat fuel flow so as to limit the level of jet pipe pressure fluctuations to safe values. Factors which affect the design and implementation of the controller are discussed and an indication given of its performance.

N75-23567 Dowty Fuel Systems, Ltd. Cheltenham (England). AFFERBURNING REQULATION CONCEPTS

K Robinson In AGARD Power Plant Controls for Aero-Gas Turbins Eng. Mar. 1975 17 p (For svallability see N75-23575

Various concepts of afterburner flow regulation are examined with particular reference to bypass type engines requiring rapid

07 AIRCRAFT PROPULSION AND POWER

thrust modulation with minimum disturbance to engine operating conditions. Logic and sequencing functions associated with selection of afterburner operation are examined. Afterburner system organization is discussed briefly and the merits and short comings of alternative concepts are argued.

Author

N75-23888 Societe Nationale d'Etude et de Construction de Moteurs d'Aviation, Villaroche (France).

EVOLUTION OF TURBOREACTOR CONTROL SYSTEMS [EVOLUTION DES SYSTEMES DE REGULATION DES TURBOREACTEURS]

Andre Barbot In AGARD Power Plant Controls for Aero-Gas Turbine Eng. Mar. 1976 8 p. In FRENCH (For availability see N75-23575 15-07)

Techniques used to develop control systems for turboreactors and the problems, adventages, and disadvantages of each method are discussed. Special attention was given to electronic and numerical techniques. The performance of the turboreactor using each technique was exemined.

Transl. by E.H.W.

N75-23589 Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany).
AN AIR INTAKE CONTROL SYSTEM FOR A SUPERSONIC

AN AIR INTAKE CONTROL SYSTEM FOR A SUPERSONIC FIGHTER AIRCRAFT

J. Peikert. In AGAND Power Plant Controls for Aero-Gas Turbine

Eng. Mar. 1975 B p (For availability see N75-23578 15-07) A description of an air intake system of the two dimensional external compression type and its associated air intake control system is given. The AICS comprises a wedge control only intake operating maps, detived from small scale wind tunnel test results, are shown and the resulting selection of control signals and the control concept is presented. The performance of the intake and the AICS is substantiated by full scale wind tunnel test results. Finally the hardware implementation of the AICS from a system standpoint is also given. Author

N75-23590 Laboratoire d'Automatique et d'Analyse des Systèmes, Toulouse (France).

NUMERICAL CONTROL OF A TURBOMACHINE (REGULA-TION NUMERIQUE D'UNE TURBOMACHINE)

Michal Brunet, Jean Claude Laprie, and Christian Beth (Innovations at Developpements on Aerothermodynamique, Toulouse, Fr.) In AGARD Power Plant Controls for Aero-Gas Turbine Eng. Mar. 1975—18 p. refs. in FRENCH (For availability see N75-23575-15-07)

Definition, concepts, realization, and tests of a numerical control system for a turbomachine with free turbines and low power are given. The real time numerical control concept has two functions: one to obtain a performance gain in the turbomachine and two, to increase functional reliability. An examination was also made of problems poxed by such a system. In particular, problems of defining the command control and determining necessary variables for a working system, modernization and identification of turbomachines, and testing the control system on a turbomachine under flight conditions to measure and verify principle results were examined. Transl. by E.H.W.

N75-23591 Societe Nationale d'Etude et de Construction de Moteurs d'Aviation, Molun (France).

SIMULATION TECHNIQUES FOR TURBOMACHINES (TECHNIQUES DE SIMULATION DES TURBOMACHINES) Andre Barbot In AGARD Power Plant Controls for Aero-Gas Turbine Eng. Mar. 1975 8 p. in FRENCH (For availability see N75-23575 15-07)

General problems posed by the simulation of a turbomachine are introduced. Data cover: (1) simple and complex mathematical models. (2) rapid analysis of current simulation techniques, and (3) assessment of typical turbomachine control problems and the proposal of different solutions to the problems. Special attention was given to the problem of adapting the control function to flight conditions.

N75-23592 National Research Council of Canada, Ottawa (Ontario). Engine Lab.

EQUILIBRIUM PERFORMANCE ANALYSIS OF GAS Turbine engines using influence coefficient Techniques

E P. Cockehutt In AGARD Power Plant Controls for Aero-Gas Turbine Eng. Mar. 1975 10 p refs (For availability see N75-23575 15-07)

Starting from a specified engine design point, a computer oriented technique is described for establishing the equilibrium off-design performance. The technique involves the control system approach of linearizing the governing equations at the design

point, in order to establish a matrix of engine response influence coefficients. These coefficients are then used to schieve rapid convergence as the cycle iterates to an off-design operating point. For clarity of presentation, the technique is developed for the simple turbojet cycle, but the extrapolation to turbofan cycles is indicated. By way of illustrative example of the equilibrium analysis technique, attention is given to the temporary extraction of large amounts of air bleed from a turbofan, for applications such as flap blowing and reaction controls. Engine response to this perturbation is assessed, and control implications suggested.

Autho

N75-23593* National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio

GENERALIZED DYNAMIC ENGINE SIMULATION TECH-NIQUES FOR THE DIGITAL COMPUTERS

James Sellers and Fred Teren In AGARD Power Plant Controls for Aero-Ges Yurbine Eng. Mar. 1975 23 p. refs (For availability see N75-2357th 15-07)

Recently advanced simulation techniques have been developed for the digital computer and used as the basis for development of a generalized dynamic engine simulation computer program called DYNGEN. This computer program can analyze the steady state and dynamic performence of many kinds of aircraft gas turbine engines. Without changes to the basic program, DYNGEN can analyze one or two-spool turbofan engines. The user must supply appropriate component performance maps and design point information. Examples are presented to illustrate the capabilities of DYNGEN in the steady state and dynamic modes of operation. The analytical techniques used in DYNGEN are briefly discussed, and its accuracy is compared with a comparable simulation using the hybrid computer. The impact of DYNGEN and similar digital programs on future engine simulation philosophy is also discussed.

N75-23594 National Gas Turbine Establishment, Farnborough (England).

TOTAL POWERPLANT SIMULATION

R V. Cottington /n AGARD Power Plant Controls for Aero-Gas Turbine Eng. Mar. 1975 24 p refs (For availability see N75-23575 15-07)

The capability of predicting the steady state performance of a gas turbine engine is extended to include the prediction of its transient behavior as well. The development and implementation of a total powerplant simulation, consisting of intake and engine, that is capable of predicting both steady state and transient performance are described. The simulation is based on the synthesis of the thermodynamic relationships describing each powerplant component. During the development stage, digital simulation techniques are used, sithough the simulation is finally implemented on a hybrid computer in order to achieve real time operation. Actual steady state and transient test bed results are then used, when available, to validate the simulation.

N75-23595 Lucas Aerospace Ltd., Birmingham (England), USE OF SIMULATION IN THE DESIGN, DEVELOPMENT AND TESTING OF POWER PLANT CONTROL SYSTEMS Stephan Nye and Robert J. Viokera In AGARD Power Plant Controls for Aero-Gas Turbine Eng. Mar. 1975 13 p (For availability see N75-23575 15-07)

The design, development and testing of an engine control system are discussed. Two specific areas are highlighted: (1) Digital simulation using large scale computers where both engine and control system are represented by mathematical models for evaluation, fessibility and tolerance analysis; and (2) hybrid computers, where a real time digital engine simulation is used in conjunction with a speed controlled rig for real time development of the control hardware.

N76-23596 Lucas Aerospace Ltd., Birmingham (England)
THE USE OF DIGITAL CONTROL FOR COMPLEX POWER
PLANT MANAGEMENT

D. M. Griffiths and R. D. Powell In AGARD Power Plant Controls for Aero-Gas Turbins Eng. Mar. 1975 25 p. refs (For availability see N75-23575 15-07)

The application of digital control techniques to complex power plants is considered by describing the general structure of a digital controller in regard to system requirements. A description is then provided of an engineered controller The characteristics of the unit are given together with details of its construction, software, reliability and integrity targets. From this experience reasonable conclusions can be drawn with respect to its area of application and of the likely future for digital techniques.

N75-23897 International Harvester Co., San Diego, Calif. Solar Dio.

TEMPERATURE MEASUREMENT FOR ADVANCED GAS TURBINE CONTROLS

David A. Rohy, T. E. Duffy, and W. A. Compton. In AGARD Power Plant Controls for Aero-Gas. Turbina Eng. Mar. 1975. 27 p. refs (For availability see. N75-23575, 15-07)

Modern gas turbine engines with turbine inlet temperatures higher than metal melting temperatures must have control systems which provide subsecond response to changes in gas or metal temperatures. High quality data are required to provide for the most efficient angine operation consistent with engine safety. Recently developed instruments measure individual blade temperature, and another rion-immersion gas temperature sensor, not yet fully developed, will provide acourate gas temperature data up to 1927 C. These instruments are described with present and potential uses in control systems.

Author

N75-23598 Pisa Univ. (Italy).

FLUIDIC SENSORS FOR TURSOJET ENGINES

D. Dini and M. Santochi In AGARD Power Plant Controls for Aero-Gas Yurbine Eng. Mar. 1975 28 p. refs (For evallability see N75-23575 15-07)

Fluidics may replace electronics in modern advanced turbojet engine instrumentation technology for comprehensive engine condition monitoring in highly unfavourable environments. This paper discusses some fluidic sensors originally tested in our laboratory: (1) new types of rotational speed sensors utilizing air flows output being a pressure signal proportional to the value to be measured, suitable for analog and digital circuits: and (2) gas stream temperature sensors, using a thermometric bulb, or a bim etaillo spring, or a capillary tube, or a turbulent jet. Corresponding experimental results are summarized and completely fluidic circuits for a small gas turbine and for fire detection in a turbojet engine are described.

N75-23599 Plerburg Luftfahrtgeraete Union G.m.b.H., Neuss (West Germany)

A NEW LIGHTWEIGHT FUEL CONTROL SYSTEM FOR ELECTRICAL INPUTS

Heinz Holzein In AGARD Power Plant Controls for Aero-Gas Turbline Eng. Mar 1975 30 p. refs (For availability see N75-23575 15-07)

Most modern control concepts for complex aero gas turbine employ more and more electronic hardware for the function generating part. It was therefore necessary to define the requirements for a simple lightweight fuel metering system, basically consisting of a pumping device, manifolds, filters and an electrically controlled metering value controlled by the electronic box. Such a system has been specified and is being built and developed at present. This fuel system will be used in conjunct in with the PRAC electronic control. The paper describes this system and highlights critical design and development areas.

Author

N75-23600 Dowly Fuel Systems, Ltd., Cheltenham (England).
PUMPING SYSTEM DESIGN RELATED TO FUEL SYSTEM
SPECIFICATIONS

A T Miles In AGARD Power Plant Controls for Aero-Gas Turbine Eng. Mar 1975 32 p (For availability see N75-23576 15-07)

Design of the pump in its context, the fuel system, is discussed System requirements are related to pump limitations. So varied are the requirements that the pumps have to be specifically designed for the system. Discussion first centers on optimizing low pressure systems to minimize heat rejection to the fuel. The concepts of net positive vaccion head and vapor liquid ratio are contrasted in the context of cevitation. Description of two phase flow regimes leads to particular focus on the engine driven backing pump. Design philosophy to cope with contaminated fuel is followed by an analysis of turn down heat to fuel problems as they affect the high pressure dry engine pump and the afterburner pump. The large afterburner turn down flow ratio justifies the vapor core pump design and its principle of operation is outlined.

N78-23601 Colt Industries, Inc., West Hardord, Conn.
ADVANCED ENGINE MOUNTED FUEL PUMP TECHNOLOGY.

John E Cygnor /n AGARD Power Plant Controls for Aero-Gas Turbing Fig. Mar 1975 33 p (For availability see N75-23575 16-07)

Rused upon the flight envelope of a typical high performance sincraft, the relationship between the efficiency of engine

mounted fuel pumps at high fuel flow turndown ratios and the fuel heat sink available to the engine and airframe is discussed. The effect of the pump efficiency on the fuel heat sink is presented in terms of the temperature rise imparted to the fuel by the pump and fuel flow metering system. The sources of losses of conventional fuel pump and metering systems which contribute to the fuel temperature rise are identified and pump and metering systems which will reduce those losses are discussed. Examples of pump types which are applicable to advanced turbine engines are presented in terms of performance parameters and systems. Author Advantages.

N75-29114# Advisory Group for Aerospace Research and Development, Peris (France).
TEGHNICAL EVALUATION REPORT ON FLUID DYNAMICS PANEL SYMPOSIUM ON AIRFRAME/PROPULSION
E. C. Carter (Alicraft Res. Assoc., Bedford, Engl.) May 1975
14 p. refs. Symp. held at Rome, 3-6 Sep. 1974

(AGARD-AR-81) Avail: NTIS HC 83.25

Topida discussed at the symposium include: air intekes and airframe inlet interactions; nozires/afterbodies flow field and airframe interference: wind tunnel testing and correlation with flight data; and integration design and accounting procedures. Main recommendations made ere: there is urgent need for high quality afterbody pressure and force data; contradictory trends of drag with Reynolds number variation in windtunnel and flight must be resolved; the need for extended wind tunnel Reynolds number capability is again demonstrated, engine simulator techniques require development and validation; theoretical treatment of mixing of afterbody and jet flows and of afterbody distortion effects must be extended; theoretical treatment of intake buzz requires development.

N75-30161# Advisory Group for Aerospace Research and Development, Paris (France).
POWER PLANT CONTROLS FOR AERO GAS TURBINE ENGINES.

Klaus Bauerleind and C. Desne McCarthy May 1975 14 p refs Presented at 44th Propulsion and Energetics Panel Meeting, Ustacset Hoyfjelishotell, Norway, 9-13 Sep. 1974 (AGARD-AR-8D) Avail: NTIS HC \$3.25

The steady state and transient performance of aero gas turbine engines in a general fashion is treated. Control concepts and computer simulation techniques are discussed and control system hardware is presented.

Author

N75-30166# Advisory Group for Aerospace Research and Development, Paris (France). AIRCRAFT NOISE GENERATION, EMISSION AND REDUCTION

Jun. 1975 188 p. refs. Presented at Lecture Series, Belgium, 15-17 Jun. 1975 and West Germany, 19-20 Jun. 1975 and Great Britain, 23-24 Jun. 1976; sponsored by AGARD (AGARD-LS-77). Avail: NTIS HC \$7.00

The physical properties of alroraft noise are summarized.

The physical properties of alreraft noise are summarized, with special emphasis on jet noise and fati-compressor-propeller-rotor noise. Topics discussed include acoustic fundamentals, noise source characteristics and interactions, atmospheric propagation, sinframe noise, sonic boom, duct liner, and muffler theory. Research and technology activities related to jet engine noise and its control are discussed, and the impact of this noise on people and communities and aircraft operational procedures for noise minimization are reviewed. For individual titles, see N75-30167 through N75-30173.

N75-30167 Toronto Univ. (Ontario). Inst. of Aerospace Studies.

JET AND AIRFRAME NOISE

Herbert S. Ribner In AGARD Alteraft Noise Generation, Emission and Reduction Jun. 1975 17 p refs (For availability see N75-30166 21-07)

Basic notions of acoustics [wave equation, plane and spherical waves, sources, dipoles, quadrupoles) are discussed along with an account of jet noise theory, from the dilatation (simple source) point of view, and from the aquivalent quadrupole point of view. The quadrupole sources are shown to dictate a basic directional pattern (self noise and shear noise) which is powerfully modified by convection and refraction effects. The refraction by mean flow velocity gradients is illustrated by laboratory experiments. Jet noise suppression theory examines the role of bypass ratio, the mechanisms of multiple jet shielding, and of reflective shielding by a surface or a gas layer. Airframe noise, distinct from jet noise and other engine noise, is traced to a number of sources on the siroraft. Methods for estimating levels, spectra, and directivity are described.

N75-30168 Toronto Univ (Ontario) Inst of Aurospace

ATMUSPHERIC PROPAGATION AND SONIC BOOM

H 5 Ribner In AGARD Aircraft Noise Generation, Emission and Reduction Jun 1975 11 p refs (For availability see N78-30166 21-07)

The attenuation of sound by atmospheric molecular effects, by turbulence, and by near horizontal propagation near the ground is discussed along with refraction, focusing, and defocusing effects, shedow zones and diffraction into shedow zones. Sonic boom is introduced as a 3D analog of the 2D V-shaped wave pattern of a boat. Various espects of sonic boom theory were developed evolution of the standard. N-wave pressure v time signature, nonstandard signatures for minimum boom, refractive effects leading to a sonic boom 'corridor' and transonic 'cutoff', maneuver effects leading to focussed 'superbooms', and atmospheric effects leading to 'spiked' and 'rounded' boom signatures. Author

N75-30169 Southampton Univ. (England) Inst. of Sound and Vibration Research.

PEOPLE, COMMUNITIES AND AIRCRAFT OPERATIONS
J. B. Large In AGARD Aircraft Noise Generation, Emission and Reduction Jun. 1975 14 p. refs (For availability see

The response of people to alicraft noise, the important phases of this research, and the methodology and the data evallable to make the choice for establishing noise criteria are discussed. Aircraft noise control through the application of noise abatement operational procedurus is discussed. A review is given of operation problems, particularly take-off and approach procedures developed for noise control purposes, and the use of monitoring to control these procedures. Computer programs and flight simulators slid in the development of these flight procedures, and their uses are briefly discussed.

N75-30170 Center for the Study of Noise in Society, Glastonbury, Conn.

JET ENGINE NOISE AND ITS CONTROL

N75-30166 21-07)

John M. Tyler In AGARD Altroraft Noise Generation, Emission and Reduction Jun. 1975 25 p. refs (For availability see N75-30186 21-07)

The noise of turbojet and turbofan engines is described and presented in a form useable by engine and airoraft designers; it deals primarily with the practical aspects of siroraft powerplant noise. Noise from the wakes of turbojet and turbofan engines, the effects of engine cycle on wake noise, and the possibilities for noise reduction using exhaust noise suppressors are discussed Methods for exhaust noise prediction are presented. Fan and compressor noise, including a description of the mechanisms of fan and compressor noise generation, was investigated Design practices to minimize fan and compressor noise are presented. A discussion of turbine and combustion noise, and a summary of the state of the art in the research and development stage are included.

N78-30171 Westland Helicopters, Ltd., Yeovil (England) ROTORCRAFT AND PROPELLER NOISE

Mattin V. Lowson. In AGARD. Aircraft Noise Generation, Emission and Reduction. Jun 1975. 28 p. refs (For availability see N75-30168-21-07).

The fundamentals of propeller and helicopter noise radiation phenomena are presented, including a review of the implication of subjective response. Emphasis is placed on the underlying machanisms of rotor noise generation, both for discrete frequency and broad band noise components. Implications for noise control are discussed.

Author

N75-30172 Westland Helicopters, Ltd., Yeovil (England) DUCT ACOUSTICS AND MUFFLERS

M. V. Lowson. In AGARD. Aircraft Noise Generation, Emission and Reduction. Jun. 1975. 34 p. refs. (For availability see N75-30166.21-07)

The fundamental features of sound propagation in lined duots, with and without flow, are reviewed Emphasis is placed on basin physical principles, and simplified results. A set of cherts for direct evaluation of sound attenuation is given Detail predictions necessitate computer analysis based on the basic equations, together with empirical engineering imput on practical duot impedance boundary conditions. The design of lines is discussed, and the engineering trade-offs required in a practical aircraft design solution are reviewed briefly. Author

N75-30173 Environmental Protection Agency Arlington, Va Office of Noise Abatement and Control THE ROLE OF EPA IN REGULATING AIRCRAFT/AIRPORT NOISE

John C Schettino and Harvey J Nozick In AGARD Aircraft Noise Generation, Emission and Reduction, Jun 1975 infs (For availability soo N75-30166-21-07).

A principal finding in the study of aircraft and airport noise in compliance with the Noise Control Act of 1972, was that a comprehensive national program for aircraft/airport noise abatement was needed to insure that the noise control options available to the aircraft manufacturers and operators, the airport operators, the Federal Government, and other public authorities are implemented to protect the public health and welfare. To initiate implementation of this finding and to bring about near term reductions in community noise levels, regulations are proposed for noise abatement flight procedures, noise source emissions (aircraft certification), and airport noise. For the longer turm, a study was conducted to determine the noise reductions required to progressively lower community noise levels resulting from aircraft operations and upon which to base " coordinated long-range aviation noise abatement and control program. The status of EPA regulations and the preliminary results of the long-range aviation noise requirements study are presented.

N75-31083# Advisory Group for Aerospace Research and Development, Paris (France)

DIAGNOSTICS AND ENGINE CONDITION MONITORING Allen E. Fuhs, ed., Richard Smyth, ed., H. Dissen, ed., Andrew Hess, ed., Dino Dini, ed., Richard Lazarlok, ed., and W. R. Krupa, ed. Jun. 1975 342 p refs in ENGLISH; partly in FRENCH Conf. held at Liege, 4-5 Apr. 1974 (AGARD-CP-188) Avail: NTIS HC \$9.50 Verious engine monitoring techniques for aircraft turbine engines are summerized. These methods range from boroscope

inspection, SOAP, and radiography to advanced concepts in flight data analysis, diagnostics, and prognostics. Data also cover economics, statistics, and function of engine condition monitoring. For Individual titles, see N75-31084 through N75-31107.

N75-31084 Naval Postgraduate School, Monterey, Calif. Dept. of Agronautics

DIAGNOSTICS AND ENGINE CONDITION MONITORING A. E. Fuhs /n AGARD Diagnostics and Engine Condition Monitoring Jun. 1975 18 p refs (For availability see N75-31083 22-07)

Diagnostics and aircraft engine condition monitoring by computer are examined. Data cover computer costs, electronic reliability, prediction of impending engine malfunctions, angine control, and other instruments and data needed for computer

N75-31085 Plua Univ. (Italy).

PROBLEMS IN FAULT DIAGNOSTICS AND PROGNOSTICS FOR ENGINE CONDITION MONITORING

M. Andrenucci and R. Lazzeretti In AGARD Diagnostics and Engine Condition Movitoring, Jun. 1975, 10 p. refs (For evailability) see N75-31083 22-07)

A general discussion of major problems concerning fault detection and isolation in ECM systems is presented. The ECM concept, history and development prospects are reviewed, and various questions regarding instrumentation, sensor requirements and some critical problem areas are considered. A detailed discussion is presented on the concept of an ECM system designed to provide an extensive in-flight diagnostic and prognostic capability. The main characteristics of such a system are analyzed, considering the various aspects of fault logic, parameter selection, diagnostic and prognostic procedures and system operation. Hardware requirements and display techniques are also discussed.

N75-31086 Societe Nationale d'Etudes et de Construction de Moteurs d'Aviation, Moissy-Cramayel (France). Centre D'essais de Villa Roche.

DIAGNOSIS OF THE FUNCTIONAL STATE OF A MOTOR BY MODELIZATION [DIAGNOSTIC DE L'ETAT DE FONCTIONNEMENT D'UN MOTEUR PAR MODELISA-TION

A. Barbot In AGARD Diagnostics and Engine In FRENCH (For availability see N75-31083 22-07)

A mathematical mode: was used to investigate engine damage and its effects on engine operation and performance. Two types of damage were considered: damage which effects performance and that damage which does not effect performance. In the case of performance effecting damage, thermodynamic parameters and the detection and localization of defects, were discussed. For non-performance effecting damage, degradation or rupture of rotating parts and metallurgic degradation of mechanical components were considered Transl, by E.H.W.

N75-31067 Karlaruhe Univ. (West Germany).
THEORY OF PERIODIC TURBOMACHINE NOISE AND DETERMINATION OF BLADE DAMAGE FROM NOISE SPECTRUM MEASUREMENTS

Dieter Barschdorff In AGARD Diagnostics and Engine Condition Monitoring Jun. 1975 4 p. refs (For availability see N75-31083 22-07)

The mechanical conditions of sotor blades as deduced from vibration or noise spectra measurements are examined. Noise sources and analytical models used to compute periodic noise in the time and frequency domain are discussed. It was noted that irregularities may be observed directly in the time domain using digital averaging techniques. As compared with the Fourier amplitude spectrum of a mechanically perfect rotor stage, additional discrete spectral lines to the blade passing frequency and its harmonics indicate mechanical damage. Moreover, the amplitude distribution of the additional frequency lines can serve as an indication for the specific recurs of the irregularity.

N76-31068 Army Aviation Systems Command, St. Louis, Mo. AUTOMATIC INSPECTION, DIAGNOSTIC AND PROGNOS TIC EYSTEM (AIDAPS): AN AUTOMATIC MAINTENANCE TOOL FOR HELICOPTERS

Thomas C. Beiroso In AGARD Diagnostics and Engine Condition Monitoring Jun, 1975 8 p. refs (For availability see N75-31083

An overall effort to develop an automatic inspection, diagnostic and prognostic system (AIDAPS) for US Army aircraft is summarized. Major parformance requirements of the AIDAPS system include continuous monitoring of critical systems, automatic diagnosis of malfunctions, and prediction of service life remaining in certain components. The objective of this program is to develop, on existing aircraft and angines, AIDAPS systems for ultimate field application on future aircraft such as utility tactical transport aircraft system (UTTAS), heavy lift helicopter (HLH), and advanced attack helicopter (AAH),

N75-31089 Frankford Arsenal, Philadelphia, Pa. Fire Direction and Diagnostic Systems Div.

TECHNICAL DIAGNOSIS: A SYSTEMS APPROACH
R. J. Brechmen In AGARD Diagnostics and Engine Condition Monitoring Jun. 1975 18 p (For availability see N75-31083 22-07)

The use of computer technology, in a test configuration, to direct tests, make measurements, analyze data, and produce specific output as to the specific nature of a fault in materials or operating systems, is examined. Technical diagnosis is defined and disgnostic systems design is discussed.

N75-31090 Grumman Aerospace Corp., Bethpage, N.Y. ENGINE HEALTH AND FAULT DETECTION MONITORING: ITS FUNCTION AND IMPLEMENTATION PROCEDURE William Brenner In AGARD Diagnostics and Engine Condition Monitoring Jun. 1975 7 p. refs (For availability see N75-31083 22-()7)

The resistic factors relative to an engine health and fault monitoring system and its functions and implementation are discussed as a basis for determining the performance condition and minimum maintenance duties of a high performance aircraft angine. An approach to raise the user's confidence level will be discussed. Opinions will be voiced with reference to whom should be involved in engine health and fault detection monitoring relative to concept formulation and design.

N75-31001 Riv-Officine di Villar Perosa S.p.A., Turin (Italy). A CONTRIBUTION TO THE AERO ENGINES BEARINGS CONDITION MONITORING

S. Brignone, G. Fava, and F. Giordano In AGARD Diagnostics and Engine Condition Monitoring Jun. 1975 20 p refs (For evailability see N75-31083 22-07)

From a survey of the existing techniques used to detect malfunctions in aircraft mainshaft bearings, it is concluded that they are mainly oriented toward the detection of the spailing fatigue initiation. It is pointed out that high speed, low loaded bearings fall mainly from surface distrass caused by roller skidding or deficiencies of the lubrication system and the conclusion is

drawn that a new monitoring device should be developed based on the measure of the beating internal speeds. This device can detect bearing failures, running conditions that might cause an early failure, and could also be used for calculating the bearing accumulated life. Suggestions as to how to make the proposed measurements are given and some experimental data are

N75-31092 Ecole Nationale d'Ingenieurs de Constructions Aeronautiques, Toulouse (France).

STUDY OF A PREVENTIVE MAINTENANCE SYSTEM AS CLASSIFIED BY DIAGNOSTIC AND PRONOSTIC BREAK-DOWNS. APPLICATION TO MARBORNE 2F MOTORS ETUDE D'UN SYSTEME DE MAINTENANCE PREVENTIVE PERSONNALISEE PAR DIAGNOSTIC ET PROGNOSTIC DE PANNES. APPLICATION AUX REACTEURS MARBORNE 2F.3)

Paul Caspi, Andre Rault, and Olivier Esmenjaud. In AGARD Diagnostics and Engine Condition Jun. 1975 10 p refs in FRENCH (For availability see N75-31083 22-07)

Theoretical, statistical, and mathematical modeling techniques were combined in an attempt to develop a preventive maintenance system for engines. Data are based on the state or condition of major engine components. These components were assigned grades of perfect condition, small failure, and total failure. Engine breakdowns, on a statistical basis, were then used to determine which class a particular component was assigned. The Marborne 2F engine was used for the study. Trensi. by E.H.W.

N75-31093 Technische Universitaet, Brunswick (West Germany). inst, fuer Maschinenelemente und Foerdertechnik

SOME EXPERIENCE IN ENGINE'TROUBLESHOOTING WITH INFLIGHT-DATA, RECORDED IN THE F-104G WITH THE LEADS-200

G. Dahl in AGARD Diagnostics and Engine Condition Monitoring Jun. 1975 24 p (For availability see N75-31083 22-07)

Inflight engine data, recorded during the flight test of the aircraft integrated data system (AIDS) LEADS-200 in the military fighter F-104G are processed to show their worth for audident investigation and early failure detection. These investigations are performed in close connection with an airforce test station.

N75-31094 Rolls-Royce, Ltd., Bristol (England). Engine Div. THE RELATIVE ROLE OF ENGINE MONITORING PROGRAMME DURING DEVELOPMENT AND SERVICE PHASES

A. E. Davies and H. L. Newman In AGARD Diagnostics and Engine Condition Monitoring Jun. 1975 16 p (For availability see N75-31083 22-07)

These data suggest that deep analysis of engine behaviour is extremely important in the flight development and commissioning stages. Examples of flight development data acquisition programs are given. These include trend analysis for Olympus 593 engines in Concorde development aircraft, flight strein gauging of blading, and an interesting approach to a diagnostic system using an airborne computer. Author

N75-31095 National Research Council of Canada, Ottawa (Ontario)

IN-FLIGHT THRUST MEASUREMENT: A FUNDAMENTAL ELEMENT IN ENGINE CONDITION MONITORING

M. S. Chappell and J. A. Gravelle (Computing Devices Co., Ottawa) In AGARD Disgnostics and Engine Condition Monitoring Jun. 1975 15 p refs (For availability see N75-31083 22-07)

The development of an in-flight gross thrust measuring system, as applied to an afterburning turbojet engine with a fully-modulating variable-area nozzle is described. The serothermodynamic approach is described as background to the experimental results from both ground level test bed and flight trial using a CF-BD siloraft as a test vehicle.

N78-31096 Ohio State Univ., Columbus. VIBRATION DIAGNOSTICS IN HELICOPTER POWER TRAINS

D. R. Houser, M. J. Drosjack, and G. W. Hogg (Army Air Mobility R and D Lab., Ft. Eustla, Va.) In AGARD Diagnostics and Engine Condition Monitoring Jun. 1975 24 p refs (For availability see N75-31083 22-07)

The state-of-the-art of vibration diagnostics is reviewed for gears and learings and the potential application of these techniques to helicopter usage. Related Army helicopter diagnostics research is also included. The usage of diagnostic techniques with gears and bearings in helicopter power trains is similar to

07 AIRCRAFT PROPULSION AND POWER

that which may be encountered on gas turbine engines. A number of analysis procedures for diagnostic purposes were proposed, and some were tested. The mesh forces will produce nonsinusoidal vibrations which appear in the frequence domain as a proliferation. of harmonics and side-bands of the gear meshing frequency

N75-31097 Aeronautical Systems Div., Wright-Patterson AFB.

AN ADVANCED DIAGNOSTIC ENGINE MONITORING SYSTEM APPROACH

W. R. Krupa and K. R. Hamilton, In AGARD, Diagnostics and Engine Condition Monitoring Jun. 1975 11 p. refs (For availability ses N75-31083 22-07)

The Advanced Diagnostic Engine Monitoring System (ADEMS) is designed to monitor all of the significant engine parameters in-flight, and by the use of onboard digital computational techniques, compare the measured engine condition against normal expected design performance and also against test data related to component performance for a particular power setting. When engine performance degradation is detected, the computer automatically interrogates other engine parameters to indentify and isolate the engine component(s) that are outside normal operating limits. Out of tolerance readings are identified, and the grew is elected to the parameter(s) and component(s) that are outside normal operating limits. Meanwhile, the computer automatically records engine parameters for post-flight analysis and long-term trending. Recording, in this sense, is by exception in order to minimize the amount of post-flight analysis. The expected payoff, when an ADEMS type system is engineered and applied to military aircraft, is a sizable reduction of overall maintenance and operational costs, improved utilization of in-service engines and spare parts, and an in-flight capability to automatically isolate and assess the impact of engine component degradation.

N75-31095 Rolls-Royce, Ltd., Derby (England). Engine Div. N75-3-1098 Holls-Royce, Ltd., Derby (England). Engine Div. ENGINE DATA RECORDING ON A PHANTOM AIRCRAFT: RESULTS OBTAINED TO DATE
P. A. Muckiew In AGARD Diagnostics and Engine Condition Monitoring Jun. 1975 7 p (For svallability see N75-31083

A recording system was installed in one Phantom aircraft expressly for recording Spey engine data. This provides for continuous recording in digital form of signals from 21 parameters at a rate of 1 or 2 samples/second. Significant results were obtained from this limited exercise. Author

N75-31099 Dornier-System G.m.b.H., Friedrichshafen (West Germany)

EXPERIENCE WITH F-104G FORB EVALUATION WITH RESPECT TO ENGINE DIAGNOSTICS

Bernd Mueller and Friedrich Bott In AGARD Diagnostics and Engine Condition Monitoring Jun. 1975 11 p (For availability sen N75-31083 22-07)

A Flight Data Recording System (FDRS) is being introduced in a German F-104G fighter bomber wing in order to astablish FDRS technology and cost effectiveness of an operational system. It is of particular interest to determine the possibilities and benefits of a most automatic debriefing after each flight in order to refine and varify present post flight check and pilot debriefing techniques. For this purpose the conventional verbal pilot debriefing for maintenance is backed up by an automatic FDRS diagnosis evaluated by a ground computer within about 10 minutes. time after landing Author

N75-31100 North Carolina State Univ., Raleigh.

Mechanical and Aerospace Engineering.
TURBOJET ENGINE GAS PATH ANALYSIS: A REVIEW
Frederick O. Smetana /n AGARD Diagnostics and Engine Condition Monitoring Jun. 1975 13 p (For availability see N75-31083 22-07)

Methods for determining the thermodynamic health of a turbojet engine and of its major components are surveyed in a critical fashion from the point of view of their theoretical potential. The quantitative effects of poor health on engine performance are detailed along with the inferences which can be drawn as to the reason for the poor health. Instrumentation requirements of the various techniques are discussed. The position of gas path analysis in an overall program of failure prediction is also Author N75-31101 Carleton Univ., Ottawa (Ontario) AN ENGINE ANALYZER PROGRAM FOR HELICOPTER TURBOSHAFT POWERPLANTS

L. J. Staples (Leigh Instruments LTD., Ontario) and H. I. H. SaraVanaMuttoo In AGARD Diagnostics and Engine Condition Monitoring Jun. 1975 9 p. refs (For availability see N75-31083

A simple thermodynamic analysis technique was described; it was developed to sense the health of a helicopter power plant with a high degree of accuracy and sensitivity. The main design objective was to develop a method of analysis which requires minimum computational power and yet will produce those cycle parameters which are prime indicators of engine condition. The single-spool gas generator, free power turbine turbosheft was selected for consideration due to its almost universal application on present and forthcoming helicopter variants of interest.

N75-31102 Ministry of Defence, London (England) A MILITARY OPERATOR'S VIEW OF AERO-ENGINE LOW CYCLE FATIGUE MONITORING

P. W. Swindlehurst In AGARD Diagnostics and Engine Condition Monitoring Jun. 1975 4 p (For availability see N75-31083

Low cycle fatique monitoring is set in the more general context of engine condition monitoring, and the basic mechanisms of low cyclic fatigue and its influence on critical component lifting are considered. A case is argued for a limited sampling program to assess the lifting problem in a particular operation Methods of cyclic fatigue monitoring are discussed, and a case is made for the development of a low cycle fatigue counter.

N75-31103 Hamilton Standard Div., United Aircraft Corp.,

Windsor Looks, Conn.
PARAMETER SELECTION FOR MULTIPLE FAULT DIAGNOSTICS OF GAS TURBINE ENGINES

OF CONTROL OF

Louis A. Urban In AGARD Diagnostics and Engine Condition Monitoring Jun. 1975 14 p refs (For availability see N75-31083 22.071

Fundamentals of turbine engine multiple fault diagnosis are introduced, and its relationship to engine parameter selection and measurement requirements is presented. The influence of the type (thermodynamic cycle) of the engine to be disgnosed, and the nature of its expected problems, on the required parameters and the attendant measurement repeatability requirements are discussed.

N75-31104 KLM Royal Dutch Airlines, Amsterdam (Netherlands). KSSU AIDS ENGINE ANALYSIS

H. Vermeulen In AGARD Diagnostics and Engine Condition Monitoring Jun. 1975 27 p (For availability see N78-31083

Based on KLM's experience with a first generation digital AIDS the primary requirements for an AIDS for widebody aircraft included: (1) a high degree of accuracy and repeatability. (2) a high system MTBF, and (3) Integration with the ARINC 573 digital flight data recorder systems. As the KSSU system concept was developed to meet not only ECM but also flight operational. flight technical and other regulrements, it is evident that a pure trade-off for ECM only becomes difficult.

N75-21105 National Aerospace Lab., Amsterdam (Netherlands). ENGINE CONDITION PROBLEMS IN SUPERSONIC PLIGHT

J. P. K. Vieghert in AGARD Diagnostics and Engine Condition Monitoring Jun. 1975 6 p ref (For availability see N75-31083

A performance discrepancy of Royal Netherlands Air Force fighters could be traced to a mass flow deficiency at low corrected RPM. Engine mass flow improved significantly when replacing the first stage compressor rotor blades. Probable cause of the deficiency was air foil deterioration when applying an anticorrosion treatment to the blades Author

N78-31106 British Alrways, Middlesex (England) ENGINE HEALTH MONITORING IN A CIVIL AIRLINE
P. Waller and E. R. White In AGARD Diagnostics and Engine

Condition Monitoring Jun. 1975 14 p rafs (For availability see N75-31083 22-07)

The operational effects of prematurely failed engines are reviewed with estimated economic effects. The estimated return from an engine health monitoring system is considered in relationship to the cost of implementing and running it, and it

is shown that a positive financial return is only likely if the basic data acquisition and analysis equipments are resulty available for other purposes. The theoretical and experienced benefits are compared, and the limitations imposed by operating such a system In a competitive commercial environment are discussed, including the effects of stringent control over financial and personnel resources. The results achieved so far are critically examined in terms of the equipment design specifications and actual performance, and also the mathematical processes employed in reducing the data. Some of the deficiencies in these processes are discussed, with proposals for their improvement. The characteristics of the RB211 engines for BAED's next aircraft, the TriStar, as relevant to engine health monitoring, are examined in relationship to the recording system to be fitted, which includes a small but powerful computer with an input/output device for communicating with the flight grew.

N75-31107 Pacific Airmotive Corp., Burbank, Calif. Industrial and Marine Engine Div.

AN INTEGRATED RELIABILITY PROGRAM UTILIZED FOR AIRCRAFT INDUSTRIAL AND MARINE GAS TURBINES
R. E. Weilier In AGARD Diagnostics and Engine Condition Monitoring Jun. 1975 6 p refs (For svallability see N76-31083 22-07)

Both the sirline and industrial gas turbine operators have the requirement for a comprehensive maintenance and reliability program which has the flexibility of accepting changes in concept as new technology is developed. It was established and proven that on-condition and monitored maintenance type programs have not jeoperdized or compromised safety or reliability.

N76-25169# Advisory Group for Aerospace Research and Development, Paris (France)

UNSTEADY PHENOMENA IN TURBOMACHINERY

Apr 1976 565 p. refs. Presented at the 46th Meeting of the AGARD Propulsion and Energetics Panel, Monterey, Colif. 22-26 Sep 1976

(AGARD CP 177) Avail NTIS HC \$13 50

Turbomachinery unsteady derodynamics are reviewed with emphasis on flow distortion phenomena inside subsonic, transonic and supersonic axial flow compressor stages. For individual titles, and N76-25170 through N76-25203

N76-25170 Pratt and Whitney Aircraft, East Haitford, Conn. THE PRACTICAL IMPORTANCE OF UNSTEADY FLOW

A A Mikolajozak In AGARD Unstrady Phenomena in Turbomachinery Apr 1976 12 p refs (For availability sen N76-25169 16 07)

The importance of unsteady flows is examined in inlation to the performance of turbomachines operating in uniform and in distorted inlot flow, in relation to the aerodynamic stability, auroelastic stability (flutter), and in relation to noise generation Attention is locused primarily on flows in which the time scale for the transport of particles is comparable to the time scale of local fluctuations and where the amplitudes of the unsteady porturbations are finite. An attempt is made to identify the direction of future research towards improving the understanding of relevant unstandy flows in turbomachines

N76-25171 Rolls Royce Ltd., Derby (England) INFLUENCE OF UNSTEADY FLOW PHENOMENA ON THE DESIGN AND OPERATION OF AERO ENGINES

R Hathamagton and R R Montz In AGARD Unsteady Phenomena in Turbomachinery Apr 1976 18 p. refs (For availability see N76 25169 18 07)

Unsteady phenomena are examined in some detail with a view to both understanding and improving the operation of turbomachines in aero etiaines and improving design procedures by being more explicit concerning some of the time dependent flow phenomena that exist. The following possibilities are discussed. (1) improving the design point efficiency of a compressor through an understanding of internal unsteady flow offects, and (2) selection of compressor configurations with minimum stall response to non axisymmetric and unsteady intake

N76-25172 Societe Nationale d'Études et de Construction de Moteurs d'Aviation, Moissy Cramayel (France)

THE IMPACT OF UNSTEADY PHENOMENA ON TURBINE ENGINE DESIGN AND DEVELOPMENT

J. F. Chevalier. In AGARD. Unsteady Phenomena in Tur. bommehinery Apr 1978 19 p infs in FRENCH and ENGLISH Compressor aerodynamics are reviewed for their unsteady phenomens in order to predict problems and to introduce their solutions at the project design stage. Unsteady phenomena in airfoil cascades constitute aeroelasticity, forcad vibration, rotating stall; and aerodynamic noise. Described is the overall response of a compressor, or of one compressor stage, to the effects of aircraft induced conditions of steady distortion, overall fluctuation of the airflow, and unsteady distortion.

Author

N76-25173* Pennsylvania State Univ. University Park
THE NATURE OF PLOW DISTORTIONS CAUSED BY ROTOR
BLADE WAKES

B Lakshminarayana /n AGARD Unsteady Phenomena in Turbomachinery Apr 1978 14 p refs (For availability see N76-25169 16-07) (Grant NsG-3012)

The distortion caused by wakes of rotor blades is one of the least understood phenomena in turbomachinery. An attempt is made to predict the decay characteristics of the defect in axial and tangential velocity components, and the decay of the maximum radial velocity inside the rotor wake using the momentum integral analysis. The predictions agree well with the experimental data taken at the exit of an exial flow fan operating at zero incidence. The measurements are carried out with a three sensor hot wire probe. The wake width is found to grow linearly with distance downstieam and the defect in tangential velocity inside the rotor wake decays fastest of the three components. An empirical expression is also provided for the axial velocity profile of a rotor wake.

N75-25174* Massachusetts Inst. of Tech. Cambridge Ga Turbine Lab

EXIT FLOW FROM A TRANSONIC COMPRESSOR ROTOR

William T Thompkins, Jr. and Jack L Kerrebrock In AGARD Unsteady Phenomena in Turbomachinery Apr. 1976. 23 p. refs (For availability see N76-25189. 18-07). IGrant. NGR-22-009-383).

The three dimensional unsteady flow field behind a trensonic compressor rotor with a design pressure ratio of 1.6 at a tip Mach number of 1.2 has been resolved on the blade passing time scale. Quantities determined were total and static prossures. tanpential flow angle, and radial flow angle. The spatial and temporal resolution achieved was sufficient to determine velocity components inside individual blade wakes and in the surrounding flow. From these measurements the flow structure is described at stations immediately behind the rotor and one chord downstream Some dominant features of the flow just behind the rotor are large radial velocity components, large static pressure fluctuations near the blade wakes, and definite unsteadiness (in rotor coordinates) of the wakes. The wake behavior one chord downstream is described in terms of the effect of the strong mean swirl on the behavior of shear disturbances in the outer portion of the annulus, where the mean flow approximates a solid body rotation, a strong, persistent oscillatory flow is found with 16 periods in the circumference as roughly predicted by theory in the inner portion of the annulus the disturbances attenuate axially Author

N76-25178 Office National d'Etudes et de Recherches Aerospatisles, Paris (France). UNSTEADY PHENOMENA IN TURBOMACHINES, AS REVEALED BY VISUALIZATIONS AND MEASUREMENTS

Jean Fribri and Jacques Paulon in AGARD Unsteady Phenomena in Turbomachinery Apr 1976 22 p refs in ENGLISH and FRENCH (For availability see N76-25169 16-07)

Theoretical and experimental studies are reported of the instabilities observed in axial transonic compressors functioning at rotating speeds higher than nominal. The tests described, and analyzed by means of a quasi one dimensional theory, have been performed on fixed and mobile opsociates.

Author

N76-25176 Office National d'Études et de Recherches Aerospatiales, Paris (France). EXPLORATORY RESEARCH ON THE ARROELASTICITY OF

TURBINE SLADES AND GUIDE WAVES
Henri Loiseau, Gerard Lapoint, and Brighte Maquennehan In
AGARD Unsteady Phenomena in Turbomachinery Apr 1976
8 p refs in ENGLISH and FRENCH (For svallability kee
N76-25169 15-07)

Flutter configurations have been analyzed in a test compressor in order to define initial conditions of flutter and major design parameters. Their detailed determination is not possible unless

07 AIRCRAFT PROPULSION AND POWER

a straight cascade wind tunnel is used. A rig has been developed, based on linear theory, in order to establish ii wind tunnel where all types of flutter observed in compressors can be investigated in subsonic, transonic and supersonic flow conditions.

N76-25177* Hamilton Standard, Windsor Locks, ConnaPPLICATION OF ROTOR MOUNTED PRESSURE TRANS-DUCERS TO ANALYSIS OF INLET TURBULENCE

Donald B. Hanson. In AGARD. Unsteady Phenomena in Turbomachinery. Apr. 1976. 18 p. refs. (For availability see N76-25189.16-07). (Contract NAS1-12505).

Ministure pressure transducers installed near the leading edge of a fan blade were used to diagnose the non-uniform flow entering a subsonic tip speed turbofan on a static test stand. The pressure response of the blade to the inlet flow variations was plotted in a form which shows the space-time history of disturbances ingested by the rotor. Also, periodically sampled data values were auto- and cross-correlated as if they had been acquired from fixed hot wire anemometers at 150 equally spaced angles around the inlet. With a clean inlet and low wind, evidence of long, narrow turbulence eddles was easily found both in the boundary layer of the fan duct and outside the boundary layer. The role of the boundary layer was to follow and amplify disturbances in the outer flow. These eddles frequently moved around the inlet with a corkscrew motion as they passed through.

Author

N76-25178 Technische Hoohschule, Aachen (Wext Germany)
Inst. füer Strahlantriebe und Turboarbeitsmaschinen
RESULTS OF MEASUREMENTS OF THE UNSTEADY FLOW
IN AXIAL RUBSONIC AND SUPERSONIC COMPRESSOR
STAGES

H. E. Gallus In AGARD Unsteady Phenomena in Turbomachinary Apr. 1976 18 p. refs (For availability see N78-25169 16-07)

A measurement program is reported for unsteady flow in a one stage axial flow compressor with subsonic flow, and another one with supersonic flow. Measuring techniques and results of first measurements are presented.

Author

N78-25179 Deutsche Forschungs- und Verauchsanstalt füer Luft- und Raumfahrt, Cologne (West Germany). inst. füer Luftstrahlentriebe.

ANALYSIS OF UNSTEADY FLOW IN A TRANSONIC COMPRESSOR BY MEANS OF HIGH-RESPONSE PRES-SURE MEASURING TECHNIQUES

H. B. Weyer and H. G. Hungenberg In AGARD Unsteady Phenomena in Turbomachinery Apr. 1976 18 p refs (For availability see N76-25189 16-07)

Experimental investigations on the fluctuating flow inside a transonic axial flow compressor were studied by applying modern pressure measuring techniques, as there are pressure transducers of high natural frequency and accurately reading methods for determining the corresponding time averaged values. Those techniques were used for the examination of the fluctuating wall pressures at the rotor blade tip and of the unsteady total pressures just downstream of the rotor. Some results of these investigations demonstrate the possibilities offered by modern measuring techniques to analyze the unsteady flow in transonic compressors. The flow phenomena at the blade tip sections, as well as the instationary flow behavior downstream of the rotor including the blade wake development, are considered as functions of mass flow rate.

N76-25180 Leicester Univ. (England). Dept. of Engineering MATHEMATICAL MODELLING OF COMPRESSOR STABILITY IN STEADY AND UNSTEADY FLOW CONDITIONS.
A. G. Corbett and R. L. Elder (Cranfield Inst of Tech.) In AGARD Unsteady. Phenomens in Turbomachinery. Apr. 1978. 14 p. refs. (For availability see N76-25169 16-07).

As multistage compressor surge creates an operating limitation for turbolet and turbofan engines, prediction of surge and the effect of parametric changes upon it may be used to improve design. Considered are mathematical models, involving dynamic stage interaction, which can be used to simulate compressor surge under steady and unsteady conditions. Various models were produced based upon the principles of donservation of mass, linear momentum and energy applied to a one dimensional flow using steady state stage characteristics to introduce the effects of the blading. These models are evaluated for their surge prediction capabilities (with steady inlet conditions). It is shown that experimental results may be reproduced quite accurately

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using digital simulation techniques and stability criteria applied to impanzed system equations. The most adequate model was used to investigate the response of the model to ramp type and sinusoidal changes in infet total pressure, these typifying non-periodic and periodic variations. The steady state surge line appeared to have little relevance, instantaneous conditions were arising which could not be tolerated in steady conditions Author

N76-25181 Vrije Universiteit, Brussels (Belgium) UNSTEADY CONTRIBUTIONS TO STEADY RADIAL EQUILIERIUM FLOW EQUATIONS

Ch. Hirsch. In AGARD. Unsteady Phenomena in Turbomachinery Apr. 1976 - 12 p. refs (For availability see: N76-25169-16-07)

The contributions to the mendional axisymmetric through flow in small compressors ansing from the unsteady part of the flow are examined. The nonsteady terms occurring in an axisymmetrical radial equilibrium are derived from the general flow equations through an exact averaging process Based on a wake model a theoretical evaluation of these terms is presented and their contribution to the radial distribution of flow functions is discussed on the basis of the inclusion of these terms in a mendional flow calculation program (based on finite elements) With the use of a periodic sampling and averaging techniques. an experimental evaluation of the unsteady contributions is obtained behind a single rotor compressor stage

N76-25182 Centro Applicazioni Militari dell'Energia Nucleare, Pisa (Italy)

GAS TURBINE TRANSIENT OPERATING CONDITIONS DUE TO AN EXTERNAL BLAST WAVE IMPULSE
D. Dini, A. DiGiorgio, and S. Cardia /// AGARD

Unsteady Phenomena in Turbomachinery Apr 1976 22 p availability see N76-25169 18-07)

The aerodynamic response of an aero gas turbine to time variant total pressure inlet distortion is considered as sonic boom signature from a supersonic alteralt of all blast wave overpressure. Various methods which have been developed for simulating sonic bangs are briefly described, and in particular the experimental work in progress for generation of strong shock wave signatures to simulate the effects on a turbojet engine in flight. Mass flow in aero gas turbine engines and unsteady measurements are considered. Prediction of the steady state performance is extended to include transient behavior Propulsion system instability caused by inlet flow, distorted as consequence of strong shock waves, as well as possible responses of axial flow fan and compressor components are discussed in view of experimental Author correlation

N76-25183* National Aeronautics and Space Administration Lewis Research Center, Cleveland, Ohio

TURBOFAN COMPRESSOR DYNAMICS DURING AFTER-BURNER TRANSIENTS

Anatole P. Kurkov. In AGARD. Unsteady Phenomena in Turbomachinery Apr 1976 12 p refs (For availability see N76-25169 16-07)

The effects of afterburner light-off and shut-down transients on the compressor stability are investigated. The reported experimental results are based on detailed high response pressure and temperature measurements on the TF30-P-3 turbofan ongine The tests were performed in an altitude test chamber simulating high altitude engine operation. It is shown that during both types of transients, flow breaks down in the forward part of the fan bypass duct. At a sufficiently low engine inlet pressure this resulted in a compressor stall. Complete flow breakdown within the compressor was preceded by a rotating stall. At some locations in the compressor, rotating stall calls initially extended only through part of the blade span. For the shutdown transient the time between first and last detected occurrence of rotating stall is related to the flow Reynolds number. An attempt was made to deduce the number and speed of propagation of rotating stall

N76-25184* National Agronautics and Space Administration Lawis Research Conter, Cleveland, Ohio

THE EFFECT OF CIRCUMPERENTIAL DISTORTION ON FAN PERFORMANCE AT TWO LEVELS OF BLADE LOADING Melvin J. Hartmann and Nelson L. Sanger. In AGARD. Unsteady Phonomena is Turboniachinery 1976 26 p Αpı refs. (For availability see N76-25169 16-07)

Single stage fans designed for two levels of pressure ratio or blade loading were subjected to screen induced circumferential distortions of 90 degree extent Both fan rotors were designed for a blade tip speed of 425 m/sec, blade solidity of 13 and a hub-to-up radius ratio of 0.5. Circumferential measurements of

total pressure, temperature, static pressure, and flow angle were obtained at the hub, mean and tip igdir at five axial stations. Rotor loading level did not appear to have a significant influence on rotor response to distorted flow. Losses in overall pressure ratio due to distortion were most severe in the stator hub region of the more highly loaded stage. At the near stall operating condition tip and hub regions of (either) rotor demonstrated different response characteristics to the distorted flow. No effect of loading was apparent on interactions between rotor and upstream distorted flow fields

N76-26185 Cranfield Inst. of Technology (England) DYNAMIC INTERNAL FLOWS IN COMPRESSORS WITH PRESSURE MALDISTRIBUTED INLET CONDITIONS R E Peacock and J Overli (Norges Tekniske Hoegskole)

Apr 1976 AGARD Unsteady Phenomena in Turbomachinery 14 p. refs (For availability see N76-25169 16-07)

By installing in its intake region a series of distortion screens of various geometries, a low speed lightly loaded compressor was subjected to a range of pressure distortions, broadly classified as square wave and sine wave in the circumferential sense. The effects upon overall performance, rotor normal force coefficient and rotor detailed static pressure distributions was discussed. as well as the cross-coupling effect from the rotor to the distortion Two domains of rotor reaction are isolated, one precipitated by a leading edge promoted perturbation, the other by a trailing edge promoted perturbation. The magnitude of lift or normal force overshoot is found to be a function of a velocity parameter inlated to the time rate of change of blade incidence Author

N76-25186* Pennsylvania State Univ., University Park Dept of Mechanical Engineering

AXIAL FLOW ROTOR UNSTEADY RESPONSE TO CIRCUM-

FEGENTIAL INFLOW DISTORTIONS
Edger P. Bruce /// AGARD Unsteady Phenomena in Turbornachinery Apr 1978 13 p refs (For availability see N76-25169 16-07)

(Grant Nr.G-3031, Contract N00014-87-A-0228-0005; NR / Proj. 098-038, Proj. SQUID)

The unsteady response of an exial flow fan rotor to steady, circumferential inflow velocity and stagnation pressure distortions is assessed by two different methods These are (1) investigation of the unsteady normal force and pitching inciment on a chordwise element of a rotor blade, and (2) investigation of the variation of the stagnation pressure distortion between the inlet and exit of the rotor Experimental measurements of those unsteady characteristics are presented as a function of the geometry of the rotor -- stagger angle, solidity and steady angle of incidence ·· for sinusoidally varying circumferential distortions with different numbers of distortion cycles. These measurements are compared with several theoretical analyses. While these comparisons indicate some of the deficiencies which exist in the theories, the existence of an unsteady caseade effect and the ability of the theories to adequately predict the trend of the unsteady response due to variations in reduced frequency, rotor stagger angle, solidity and mean incidence angle is clearly demonstrated Author

N76-25187 Rolls-Royce Ltd., Derby (England) Engine Div THE RELATIONSHIP BETWEEN STEADY AND UNSTEADY SPECIAL DISTORTION

C. Freeman In AGARD Unsteady Phenomena in Turbomachinary Apr. 1976 16 p. refs (For availability see N76 25169 16-07)

Simple theories of turbulence are used to develop a model that relates the fluctuating spacial distortion to the time average spacial distortion. This model uses the relationship between the fluctuating total pressure, the fluctuating velocities, the Reynolds stress and the mean velocity gradient. These fluctuating total pressures are then used with a correlation coefficient to determine the amplitude of the fluctuating average total pressure over part of the compressor face. Comparison: are made between the method and experiment to show that the method deporibes many features of the flow Author

N75-25108 Cincinnati Univ., Ohio TRANSMISSION OF CIRCUMFERENTIAL INLET DISTOR-TION THROUGH A HOTOR

W R Wells, W Tabakoff, and C. J Savell (GE Co., Cincinnati, Ohio) In AGARD Unsteady Phonomena in Turbomachinery Apr. 1976 10 p. refs (For availability see N76-25169 16-07)

Analytical methods of predicting the propagation of stationary circumferential distortion patterns through a rotor are presented The analysis considers the effects of finite blade chord length and Mach number on the transmission by a semi actuator disc theory in addition, a more basic theory using the method of distributed singularities with thin airfoils is discussed to account for the effect of finite solidity on the distortion transmission. This thin airfoil theory is limited to the case of no steady loading on the rotor. The results of the analytical analysis is compared with existing experimental results.

Author.

N76-26189 Pract and Whitney Aircraft, East Hartford, Conn MULTIPLE SEGMENT PARALLEL COMPRESSOR MODEL FOR CIRCUMFERENTIAL FLOW DISTORTION

Robert S Mazzawy III AGARD Unsteady Phenomena in Turbomachinery Apr 1976 14 p refs [For availability see N76:25169 18:07]

A compressible nonlinear model for prediction of the flow field of a circumferentially distorted compressor has been developed by using multiple parallel segments and by accounting for deviations from undistorted compressor performance. The model is applicable to large amplitude inlet circumferential distortions of total pressure and/or temperature, as well as circumferential variations of exit static pressure, with the restriction that the circumferential extent of the distortion is large relative to circumferential blade spacing. The distorted compressor stability criterion is based upon the limit of static pressure rise capability for a single distorted flow segment. This model requires the undistorted performance characteristics for each blade row; however, a modified version based upon the overall compressor performance gives an accurate approximation when detailed blade row characteristics are not evaluable.

Author

N76-26190 Motoren- und Turbinen-Union Musnuhen G.m.b.H. (West Germany).

THE EFFECT OF TURBULENT MIXING ON THE DECAY OF SINUSCIDAL INLET DISTORTIONS IN AXIAL FLOW COMPRESSORS

H. Mokelko In AGARD Unsteady Phenomena in Turbomschinery Apr. 1976 30 p. refs (For availability see N76-26169 16-07) A small perturbation actuator disc theory is presented for

the prediction of the decoy of sinusoidal flow distortions in high hub tip ratio exist compressors with steady, droumferential inlet makinstribution. The theory accounts for the turbulent mixing of the flow upstream and within the compressor. Decay rates and dircumferential phase shifts of first, second, fourth and eighth order cosine wave pressure and velocity perturbations are calculated for equal amplitudes and phases of the four total pressure disturbances upstream of the compressor. The results are compared with interstage traverse data obtained from a 4-stage sxial flow compressor. A comparison between corresponding analytical results obtained from the same theory neglecting viscosity and the experimental data is also performed. It is found that turbulent mixing has little influence on the development of the first order disturbance but that the influence grows repidly as the order of the disturbance increases.

Author

N76-25191 National Research Council of Canada, Ottawa (Ontario). Mechanical Engineering Div. THE RESPONSE OF A LIFTING FAN TO CROSSFLOW-INDUCED SPATIAL FLOW DISTORTIONS

Uwe W. Schaub. In AGARD. Unsteady Phenomena in Turbomachinery. Apr. 1976. 14 p. refs (For availability see N76-25169-16-07).

During trensition maneuvers from lan supported to wing supported flight VTOL litting fairs routinely encounter extremely large spetial crossflow distortions. The variation in fair performance and the character of the flow distortions responsible for this variation were explored experimentally and on the basic of a simple analytical model of a lifting fair. The inflow and exit plans distortions in this model were generated by potential flow models, and the fair through flow was calculated on the basis of an arbitrary number of discrete circumferential fan segments. The lifting fair performance was predicted and compared with experiments over a wide range of transition conditions, and it is shown that while the crossflow causes large circumferential nonuniformities, the overall performance becomes seriously dagraded only at large crossflows and large fan speeds. Author

76-26192* National Aeronautics and Space Administration Ames Research Center, Moffett Field, Calif.

SOME CURRENT RESEARCH IN UNSTEADY AERODYNAMICS: A REPORT FROM THE FLUID DYNAMICS PANEL.

W. J. McCroskey. In AGARD. Unsteady Phenomens in Turbomachinery. Apr. 1976. 13 p. refs (For availability see

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07 AIRCRAFT PROPULSION AND POWER

The highlights of a recent discussion by representatives of the fluid dynamics and structures and materials panels are reported with emphasis on the fundamental aspects of unsteady fluid mechanics. Topics include linearized potential flow theory, transport flow calculations, unsteady boundary layers, dynamic stall, transport buffet, and techniques for measuring unsteady pressures.

Author

N76-20193* National Aeronautics and Space Administration.
Ames Research Center, Moffett Field, Calif
SOME ASPECTS ON UNSTEADY FLOW PAST AIRFOILS

AND CASCADES
8 Satyanarayana (Cambridge Univ. England) //n AGARD
Unsteady Phenomina in Turbomachinary Apr 1976 11 p
refs (For availability see N78-25169 18-07)

The unsteady boundary layer due to a gust propagating pest an isolated airfoil and on airfoils in cascade was measured with a hot wire anemometer in a low speed gust tunnel. Coherent signals were obtained by a phase lock averaging technique that was implemented in an on-line analysis using a PDP 12 computer. Changes in a boundary layer shape factor, noise level, and pressure gradient were correlated over a complete gust cycle. It is concluded that the character of the boundary layer changes from laminer to turbulent and back to laminar during the course of a gust occur and the course of the propagations. These measurements help explain certain promalies that were observed during a previous study of the prossure fluctuations due to gust loadings on airfoils and cascades.

N76-26194 Air Force Aero Propulsion Lab., Wright-Patterson AFB. Chin

A CABCADE IN UNSTEADY FLOW

Francis R Ostdiek In AGARD Unsteady Phenomena in Turbomachinery Apr. 1976 13 p. rafs (For availability see N76-25169 16-07)

A low speed atmospheric inlet cascade wind tunnel was constructed to obtain a flow which has a sinusoidal variation in flow direction. A stationary five blade cascade was held in a 7.62 x 25.4 cm test section. The wind (unnel inlet, which included guide venus, was furced to oscillate by a motor driven clark about an exis transverse to the cascato. The venus guided the flow along the instantaneous axis of the inite and, thus, achieved a variable flow direction of any prescribed frequency in the 0 to 18 Hz range while the flow magnitude was nearly constant. Each surface of the center sirfoll contained ten static pressure parts. The pressure fluctuations over most of both surfaces were near sinuscidal and the cyclic average showed little depandance on frequency or valouity. The pressure fluctuations decreased in amplitude along the shord on the pressure surface and changed phase on the suction surface near mid-chord The prossures on both surfaces were adjusted by slow moving waves and showed only a small change in phase angle with increased frequency. The unsteady pressure profiles are in excellent agreement with theory near the leading edge Author

N76-25195 General Motors Corp. Indianapolis, Ind. Detroit Diesel Allison Div.

THE UNSTEADY AERODYNAMIC RESPONSE OF AN AIRFOIL GASCADE TO A TIME-VARIANT SUPERSONIC INLET FLOW FIELD

Senford Fleeter, Allen S. Novick, and Ronald E. Riffel. In AGARD Unstoady. Phenomena in Turbomachinery. Apr. 1976. 14 p. refs. (For availability see N76-25169-16-07). (Conttaut F44620-74-C-0065).

The time dependent serodynamic cascade phenomena related to the unsteady pressure disturbance and varying incidence in the cascade entrence flow field were investigated over a cancade inlet Mach number range of 153 to 163 with cascade static pressure ratios of 155 to 147. The range of the reduced frequency varied from approximately 0.03 to 0.12. The dynamic data obtained is presented in the form of the amplitude of the unsteady pressure and its phase as referenced to the sidewall transducer immediately downarream of the oscillating wedge. This data demonstrated the effect of the raduced frequency, cascade static pressure ratio, and the cascade inlet Mach number on the time variant pressure as measured on the sidewall in the cascade entrance flow field and on the pressure and suction surfaces of one of the cascaded advanced design transonle sirfolis.

Author

N76-25195 Deutsche Forschungs und Versuchsanstelt führ Luft und Raumfahrt, Goettingen (West Germany). VUN KARMAN VOHTEK STREETS IN THE WAKES OF EUBSONIC AND THANSONIC CASCADES Ortwin Lawaczeck In AGARD Unsteady Phenomena in Turbornachinery Apr 1976 13 p. refs (For eveilability see N76-25169 16-07)

A flash of very short duration as a spark light source together with a schlieren optics arrangement is used to show that the wake flow behind the blades of turbine cascades consists - under certain flow conditions of v. Karman vortex streets. A method is described to estimate the shedding frequency of the vortices by evaluation of schlieren pictures. By this way the corresponding Strouhal number can be computed

N76-25197 Naval Surface Weapons Center Dahlgren, Va ON THE ANALYSIS OF SUPERSONIC FLOW PAST OSCILLATING CASCADES

W. R. Chadwick, J. K. Bell, and M. F. Platzer (Naval Postgraduate School) In AGARD Unsteady Phenomena in Furbomachinery Apr. 1976 13 p. refs (For availability see N76-25169 16-07)

Supersonic flow past oscillating finite cascades with subsonic leading edge locus is analyzed by solving the nonlinear transonic small perturbation equation. Jsing the properly approximated Ranking-Hugoniot equations for the oscillating head shocks and continuing by the method of characteristics the entrance flow field into the cascade is computed and the influence of blade thickness on the aerodynamic pressure distributions is determined For the single oscillating wedge the solution is in good agreement with Carrier's exact solution and it is found that single blades exhibit a pronounced effect of blade thickness throughout the lower frequency range, which appears to be alleviated by cascading. For zero blade thickness, the linearized characteristics theory is recovered. Sample calculations with this theory for complete cascade configurations are in excellent agreement with recent results indicating the possibility of supersonic torsional cascade flutter over a wide range of parameters.

N76-26198 Stevens Inst. of Tech., Hoboken, N.J. Dept. of Mechanical Engineering

PRELIMINARY RESULTS FOR SINGLE AIRFOIL RESPONSE TO LARGE NONPOTENTIAL FLOW DISTURBANCES P. V. K. Parumal and F. Sisto. In AGARD. Unsteady Phenomena

in Turbomachinery Apr. 1976 17 p refs (For availability see N76-25169 16-07)

(Contract N00014-87-A-0202-0016; NR Proj. 094-393)

The unsteady response of a flat plate airfoil to large nonpotential flow disturbances in the form of a translating rectangular grid of eddy array is evaluated. A suitable stream function to represent the translating nonpotential vortex array is chosen. The problem is solved in two stages, namely, auxiliary solution and time marching solution. By auxiliary solution is meant the solution of the problem which completely neglects the presence of the wake vortex sheet and treats time as a parameter; this results in a steady flow type of analysis. The time marching part of the analysis increments time by equal steps starting from zero time, makes use of the auxiliary solution, keeps track of the shedding and growth of the wake vortex sheet, evaluates the unsteady response, and continues along with time axis up to any specified maximum time limit. Preliminary numerical results from a computer program are presented

N76-25199* National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio.

THE PASSAGE OF A DISTORTED VELOCITY FIELD THROUGH A CASCADE OF AIRFOILS

John J. Adamczyk In AGARD Unsteady Phenomena in Turbomachinery Apr. 1976 11 p refs (For availability see N76-25189 16-07)

An analysis has been developed to predict the unsteady force and moment generated by the passage of a timewise periodic total pressure distortion through an arbitrary cascade of airfoils The mathematical formulation of this analysis is based on the assumption that the magnitudes of the timewise fluctuations of the variables which describe the flow field are small compared to their time average values. This assumption permits the development of a linear unsteady perturbation analysis about a steady flow field. In addition to this linearization assumption the fluid medium is assumed to be incompressible and inviscid. The mathematical development begins by decomposing the velocity field surrounding an infinite cascade of airfolls into its irrotational and rotational components. The rotational component is associated with an upstream unsteady total pressure distortion and is defined in terms of the vorticity field associated with the distortion pattern The irrotational component is further decomposed into a steady and unsteady part. A combined analytical and numerical procedure has been developed to solve the field equations which govern the rotational and irrotational velocity fields. Results of this analysis show a strong influence of mean loading on the unsteady force generated by the passage of a one dimensional gust through a cascade of compressor blades

N76-25200 Texas A&M Univ. College Station Dept. of Aerospace Engineering

UNSTEADY AIRLOADS ON A CASCADE OF STAGGERED BLADES IN SUBSONIC FLOW

B M. Rao and W P. Jones In AGARD Unsteady Phenomena in Turbomachinery Apr 1976 10 p refs (For availability see N76-25169 16-07)

The Jones-Moore numerical lifting surface technique is applied to predict the airloads and moments on an airfoil of a staggered cascade of rotor blades in subsonic flow. Circumferential distortion due to inlet flow conditions is expressed as an interblade phase lag and both cases of oscillating airfoils and oscillatory inflow are considered. Results are obtained for several values of frequency, stagger angle, blade spacing, and interblade phase Author

N76-25201 Virginia Polytechnic Inst. and State Univ., Blacksburg. Dept. of Mechanical Engineering.

AN ON-ROTOR (NYESTIGATION OF ROTATING STALL IN

AN AXIAL-FLOW COMPRESSOR

M. R. Sexton, W. F. OBrien, Jr., and H. L. Moses In AGARD

Unsteady Phenomena in Turbomachinery Apr. 1976 refs (For availability see N76-25169 16-07) (Contract N00014-67-A-0226-0005; NR Proj. 098-038)

Rotating stall is an unsteady phenomenon in axial flow compressors involving rapid pressure changes and lift variations on the rotating blades of the compressor. Measurements of the surface pressures on the rotor blade provide information to study the variation of lift of the rotating blade, and to improve the general understanding of rotating stall. Such on-rotor measurements require special pressure transducers, mounting techniques and data transmission systems. A multichannel radio telemetry system was used in this investigation to transmit simultaneous pressure measurements from up to six transducers mounted on e rotating blade. Measurements were made on both the pressure and suction sides of the blade, at different span locations. Results include rotor blade surface pressure measurements for compressor flow rates up to and including stell. Pressure variations during the dynamic stall event were used to determine the lift time variations on the blade.

N76-25202 Cambridge Univ. (England). S.R.C. Turbomachinery

DETAILED FLOW MEASUREMENTS DURING DEEP STALL IN AXIAL FLOW COMPRESSORS

Ivor J. Day In AGARD Unsteady Phenomena in Turboniachinery

Apr. 1976 10 p refs (For availability see N76-25169 16-07)
Detailed measurements have been obtained for the flow in a stalled three stage compressor of high hub tip ratio which is operating deep in the rotating stall regime. Using high frequency transducers and a conditional sampling procedure made it possible to obtain information on the detailed structure of the stall cells and to prepare an overall picture of the flow field in the compressor. The results of the measurements show some new features which are at variance with conventional ideas about stall cells. Author

N76-25203 Von Karman Inst. for Fluid Dynamics, Rhode-Saint-Genese (Belgium)

THE PREDICTION OF THE BEHAVIOUR OF AXIAL COMPRESSORS NEAR SURGE

N. Orner, D. Adler, and J. Isenberg In AGARD Unsteady Phenomena in Turbornachinery Apr. 1976 16 p refs (For svallability see N76-25169 16-07)

A new approach to the understanding of the problem of unsteady behavior of axial compressors near surge is developed This approach is based on the stability analysis of the equations of motion. It takes into account the three dimensional character of the flow in an axial compressor. A numerical solution procedure is described and its flow charts are given. Results of calculation are compared with experiments for two cases. The importance of some of the parameters influencing the phenomenon is discussed

N76-26208 Advisory Group for Aerospace Research and Development, Paris (France). MODERN PREDICTION METHODS FOR TURBOMACHINE

PERFORMANCE

Jun. 1976 164 p. refs. Presented as a lecture series at Munich, 14-15 Jun. 1976 and London, 17-18 Jun. 1976 (AGARD-LS-83) Copyright. Avail: NTIS HC \$8.75

The opening remarks are presented of a lecture series in which techniques for the prediction of turbomachine performance prediction were discussed. The topics covered in the series were. propulsion and flight system simulation, compressor and turbine performance prediction systems; design selection and optimization of axial-flow fan and compressor units for engine application; computation of turbomachine flow fields; and, advanced propulsion

N76-26209 Motoren- und Turbinen-Union Muenchen G.m.b.H (West Germany)

AIRCRAFT GAS TURBINE CYCLE PROGRAMS: REQUIRE-MENTS FOR COMPRESSOR AND TURBINE PERFORM-ANCE PREDICTION

K. Bauerfeind In AGARD Mod. Prediction Methods for Turbomachine Performance Jun. 1976 12 p (For availability see N76-26208 17-07)

Typical design applications for an engine performance program are shown. A characteristic structure is presented of a thermodynamic engine model for steady state performance prediction. A technique for determining nondimensional engine performance is derived from non-dimensional component performance Compressor and turbine characteristics are also discussed A.S.K.

N76-26210 lows State Univ. of Science and Technology, Ames. COMPRESSOR AND TURBINE PERFORMANCE PREDICTION SYSTEM DEVELOPMENT: LESSONS FROM THIRTY YEARS OF HISTORY

George K. Serovy In AGARD Mod. Prediction Methods for Turbomachine Performance Jun 1976 19 p refs (For availability see N76-26208 17-07)

Methods are reviewed for prediction of aerodynamic performance of aircraft propulsion system turbomachinery configurations. Progress is traced in the two classes of methods which can predict only overall performance characteristics or maps. These methods were conceived at least thirty years ago and are not only used, but continue to be the subject of research today. Prediction methods which include flow field definition in the blade passages of compressors and turbines are described.

Author

N76-26211 Rolls-Royce Ltd., Derby (England). Compressor Research Dept AXIAL FLOW COMPRESSOR PERFORMANCE PREDIC-

TION R. A. Wall In AGARD Mod. Prediction Methods for Turbomachine

Performance Jun. 1976 34 p (For availability see N76-26208

Owing to the nature of axial flow compressors, performance prediction is characteristically difficult to achieve by theoretical analysis, and therefore recourse to gross empiricism, laced with theory, is fundamental to methods amployed. Factors determining the performance requirements of compressors, and the physical mechanisms which control their ability to satisfy these requirements, are discussed to expose the nature of compressors Compressor design optimization is described to illustrate how effective compromise can be achieved between design point performance and various off-design excursions demanded by turbomachine performance. Typical performance prediction methods which reflect the nature of compressors and quantity their performance characteristics, are described with some reference to the influence of engine environmental factors. Potential developments are discussed which could influence the type of design employed in future engines.

N76-26212 Dynatech R/D Co., Cambridge, Mass. Engineering Machanics Dept.

FLOW FIELD AND PERFORMANCE MAP COMPUTATION FOR AXIAL-FLOW COMPRESSORS AND TURBINES

Richard A. Novak In AGARD Mod. Prediction Methods for Turbomachine Performance Jun. 1976 27 pirefs (For availability see N76-26208 17-07)

The current research emphasis on two-dimensional computing schemes, and upon the compressor rather than on the turbine. is not the result of bias. Currently, rapid progress is being made on the implementation of quasi-three-dimensional techniques. Computing techniques whose objective is to define the detailed flow field within a blade row are described. The problems associated with exisymmetric performance computation for the exial turbine are also discussed. The discussion and development of the system is in the context of axial compressors.

N78-26213 Creare, Inc., Hanover, N.H. Engineering Div.

DESIGN OPTIMIZATION AND PERFORMANCE MAP PREDICTION FOR CENTRIFUGAL COMPRESSORS AND RADIAL INFLOW TURBINES

David Japikse In AGARD Mod Prediction Methods for Turbomachine Performance Jun. 1976 15 p refs (For availability see N76-26208 17-07)

The initial specification of compressor and turbine geometry and performance characteristics, including operating maps, can follow different paths depending on the degree of departure from previous design experience. Principal attention is focused on totally new design problems requiring systematic design optimization to meet performance criteria under diverse operating conditions. The fundamental flow physics involved for both the centrifugal compressor and radial inflow turbine are briefly reviewed with principal attention focused on the strategy used for selecting optimum stage configurations. The performance map is obtained from the final step of this design optimization exercise.

N76-26214 Societe Nationale d'Etudes et de Construction de Moteurs d'Aviation, Molasy-Cramayel (France). Dept. Thermodynamique et Performances Direction Technique.

CHARACTERIZATION OF COMPONENTS PERFORMANCE AND OPTIMIZATION OF MATCHING IN JET-ENGINE DEVELOPMENT

Alain G. Habrard In AGARD Mod. Prediction Methods for Turbomachine Performanca Jun. 1976, 19 p. refs (For availability see N76-26208 17-07)

Design and development of jet-engines require prediction and later, characterization through test analysis, of the performance of the engine and its components. Knowledge of component characteristics is generally synthesized in mathematical models which contribute highly to efficient design and development. At the beginning of development (i.e. before first runs of prototype engines) models are essentially based on estimates and rig test results. Problems are then encountered when engine test results are compared to prediction. Methods using engine test analysis to identify component operating characteristics as installed in the engine and leading to models more representative of aerothermodynamic behavior of engines, are presented. Such models appear to be very useful tools during the various phases of development. Application and coordination with tests are discussed and particularly relative matching of components and control schedules optimization.

N76-26215 Defence Scientific Information Service, Ottawa

BIBLIOGRAPHY ON MODERN PREDICTION METHODS FOR TURBOMACHINE PERFORMANCE

A S. Reeves In AGARD Mod. Prediction Methods for Turbornachine Performance Jun. 1976 31 p (For availability see N76-26208 17-07)

A bibliography is presented on numerical techniques for predicting the performance of turbomachines. Topics include boundary layer methods, axial flow compression, turbine blades, damping factors and modern engine design concepts.

08 AIRCRAFT STABILITY AND CONTROL

Includes aircraft handling qualities; piloting; flight controls; and autopilots

N74-25550# Advisory Group for Asrospace Research and Development, Paris (France).

ACTIVE CONTROL SYSTEMS FOR LOAD ALLEVIATION, FLUTTER SUPPRESSION AND RIDE CONTROL

Mar 1974 77 p refs

東京の著名は最初している。 と見ているのがありたいのののないないというできない。

H. WALL

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(AGARDograph-175, AGARD-AG-175) Avail. NTIS HC \$7.00 Papers are presented which were selected to define the

present status of industrial applications of active control technology in reducing loads on modern aircraft, and the future potential of active control for aircraft flutter suppression. For individual titles, see N74-25551 through N74-25555.

N74-25551 Lockheed-California Co., Burbank. EFFECT OF YAW DAMPER ON LATERAL GUST LOADS IN DESIGN OF THE L-1011 TRANSPORT

Frederick M. Hobilt In AGARD Active Control Systems for Load Alleviation, Flutter Suppression and Ride Control Mar. 1974 p 1-10 refs (For availability see N74-25550 15-02)

In the design of the L-1011 transport, the reduction lateral gust loads, in continuous turbulence, due to the presence of a yaw damper was reflected in the limit design loads. The resulting load reduction was about 27 percent. In establishing the limit design loads, both the mission analysis and design envelope forms of continuous turbulence gust loads criteria were used. Account was taken, under both forms of criteria, of the fraction of time the damper might be inoperative. The effect of saturation of the damper at the limit-load level was also taken into account. This effect was determined by means of time-history analyses in which the input was a random gust velocity and the rudder angle limits (governed by available hinge moment) were included

N74-25552 British Aircraft Corp., Filton (England). Commercial Aircraft Div.

THE EFFECT OF ACTIVE CONTROL SYSTEMS ON STRUC-TURAL DESIGN CRITERIA

N. F. Harpur /n AGARD Active Control Systems for Load

Alleviation, Flutter Suppression and Ride Control Mar. 1974 p 11-22 refs (For availability see N74-25550 15-02)

The design criteria for fixed wing aircraft are considered in relation to the active control systems. The reduction of static design loads, engine failure and surge loads, gust loads, and fatigue design loads are discussed along with the improvement of flutter characteristics

N74-25553* National Aeronautics and Space Administration. Langley Research Center, Langley Station, Va STATUS OF TWO STUDIES ON ACTIVE CONTROL OF AEROELASTIC RESPONSE AT NASA LANGLEY RESEARCH

CENTER

Irving Abel and M. C. Sandford. In AGARD. Active Control Systems for Load Alleviation, Flutter Suppression and Ride Control Mar. 1974 p 23-48 refs (For availability see N74-25550 15-02) CSCL 01B

The application of active control technology to the suppression of flutter was successfully demonstrated during two recent studies in the Langley transonic dynamics tunnel. The first study involved the implementation of an aerodynamic-energy criterion, using both leading- and trailing-edge controls, to suppress flutter of a simplified delta-wing model. Use of this technique resulted in an increase in the flutter dynamic pressure of approximately 12 percent for this model at a Mach number of 0.9. Analytical methods used to predict the open- and closed-loop behavior of the model are also discussed. The second study, which is a joint effort with the Air Force Flight Dynamics Laboratory, was conducted to establish the effect of active flutter suppression on a model of the Boeing B-52 Configured Vehicle (CCV). Some preliminary results of this study indicate significant improvements in the damping associated with the critical flutter mode. Author

N74-25554 Office National d'Etudes et de Racherches Aeronautiques, Paris (France). FLUTTER CONTROL BY MODIFICATION OF AN EIGEN

J. Angelini In AGARD Active Control Systems for Load Alleviation, Flutter Suppression and Ride Control Mar. 1974 p 49-56 In FRENCH; ENGLISH summary (For availability see N74-25550 15-02)

A technique for defining an active control system to stabilize a multiple degree of freedom coupling of modes on an aircraft is presented. This rechnique modifies only the value of the unstable root of the characteristic equation and keeps unchanged the corresponding eigen vector and the other generalized characteristics. Considering this property, it is hoped that this mathod leads to the least possible interaction with the system.

N74-25555 Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany)

ACTIVE FLUTTER SUPPRESSION ON WINGS WITH EXTERNAL STORES

G. Haidi, A. Lotze, and O. Sensburg. In AGARD. Active Control Systems for Load Alleviation, Flutter Suppression and Ride Control Mar 1974 p 57-76 refs (For availability see N74-25560 15-02)

A control system is described, which is able to suppress flutter of wing-external store combinations. The serodynamic flutter suppression forces are generated by movable vanes, attached to the stores, which are moved by a feedback signal from the store motion in such a way, that these forces damp the store motion. By adjusting the phase of the servoloop it is possible to have an active flutter-system below the flutter-speed of the passive system. This arrangement can be used to excite the flutter-mode at subcritical speeds. By switching off the servoloop, damping and frequency can be evaluated. The active flutter suppression system can also be used for reducing the level of externally forced vibration on stores which could occur through excitation by buffet or gusts. Tests results for an elastic wind-tunnel model are given and compared with analytical predictions. Correlation is very good, considering the complexity of the problem.

N74-30430# Advisory Group for Aerospage Research and Development, Paris (France)

THE TREATMENT OF INTERACTION OF HANDLING QUALITIES, STABILITY, AND CONTROL ON STRUCTURAL LOADS BY CURRENT SPECIFICATIONS Summary Report Clifford F. Newberry (Boeing Co., Wichita, Kans.) Jun. 1974 15 p refs

(AGARD-R-621) Avail: NTIS HC \$4.00

Aircraft structural loads arise not only from such sources as mansuvers, landings, gusts and taxling, but are developed and influenced by aircraft handling qualities, stability and control characteristics. The reacture, the aerodynamics, and the control system are jointly considered to evaluate the capability to solve the interaction problem. Usage and adequacy of existing specifications are considered. Factors which influence the decision to use advanced control techniques and analytical studies and tests to insure technical integrity are explored. Author

N74-31429# Advisory Group for Aerospace Research and Development, Paris (France).

ADVANCES IN CONTROL SYSTEMS

May 1974 313 p refs in ENGLISH partly in FRENCH Conf. Presented at 17th Meeting of the Guidance and Control Panel of AGARD, Gello, Norway, 24-26 Sep. 1973 (AGARD-CP-137) Avail: NTIS HC \$18.75
The proceedings of a conference on control systems for aircraft

control, engine control, and automatic pilots are presented. The subjects discussed include the following: (1) applied control theory, (2) control system performance optimization, (3) control system architecture and reliability, (4) application of advanced control systems, and (5) integrated flight control and operations. The characteristics of control systems for specific types of aircraft are analyzed. The development and application of fly by vire techniques are reported. The use of computers as an aid to flight control system design is explained. For individual titles, see N74-31430 through N74-31457.

N74-31430 Systems Technology, Inc., Hawthorne, Calif. A HISTORICAL PERSPECTIVE FOR ADVANCES IN FLIGHT CONTROL SYSTEMS

Duane McRuer and Dunsten Greham In AGARD Advan in Control Systems May 1974 7 p refs (For availability see N74-31429 21-02)

VALUE

A brief history of the investigations into the nature of aircraft control and stability is presented. The activities of early investigators are examined and some of their accomplishments are cited. The historical eras are divided into the periods of 1890 to 1934, 1934 to 1947, and 1947 to the present. Examples of stability developments for specific aircraft are cited.

Author

N74-31431 Office of the Assistant Chief of Staff (Air Force). Washington, D.C.

THE DIGITAL AIRPLANE AND OPTIMAL AIRCRAFT GUIDANCE

Allen D Dayton In AGARD Advan in Control Systems May 1974 14 p. refs (For availability see N74-31429 21-02)

The use of optimal flight path guidance for aircraft in satisfying various military and civilian mission requirements is discussed. The concepts, systems, and algorithms which make optimal aircraft flight path guidance feasible are presented. The digital airplane which is based on a large digital computation capability, a digital data bus, sensors, and display systems is used as an example. The development of the methodology and algorithms for directing the aircraft is investigated. Author

N74-31432 Norges Tekniske Hoegskole, Trondheim. Some integrity problems in optimal control Systems

Ole A. Solheim In AGARD Advan. in Control Systems May 1974 10 p. refs (For availability see N74-31429 21-02)

A multivariable feedback control system is defined as being of high integrity if it remains stable under failure conditions. Integrity problems encountered in optimal control systems are investigated. Two types of failure conditions are considered, namely actuator failure and sensor failure. As to the structure of the control system, a linear feedback law with feedback from all the state variables is considered. Systems with state estimators are also dealt with. The integrity problem is discussed based on the eigenvalues of the closed-loop system. Some design procedures are suggested. Finally, some numerical results are presented.

N74-31433 Boden'seewerk Geraetetechnik G.m.b.H., Ueborlingen (West Germany)

APPLICATION OF MODAL CONTROL THEORY TO THE DESIGN OF DIGITAL FLIGHT CONTROL SYSTEMS Ulrich Hartmann /n AGARD Advan. In Control Systems May 1974 21 p. refs (For availability see N74-31429 21-02)

The design of digital flight control systems is substantially simplified by using model design methods. The theory of mode design is based on a state space description of the control system. For a desired pole distribution of the control system this theory directly provides a gain matrix for the feedback of the state variables. Due to the fact that all state variables are not always available, the problem of estimating non-measurable state variables arises. For solving this problem the theory of observers can be used. It shows however that an observer is not in a position to provide without adaptation usable estimated values of the missing state variables for the complete flight range. For solving practical design problems a minimum order observer is therefore particularly suitable as it is generally easier to obtain programmable approximation laws for the small number of parameters of this observer. It was further attempted to circumvent the estimation problem by the following means: (1) simplification of the state equations to eliminate non-measurable state variables, (2) transformation of the state vector and, (3) appropriate selection of the desired pole distribution. It showed that in this way a prompt and direct design of discrete-time flight control systems is possible. Two examples are used to demonstrate the results of simulations and flight tests: The design of a pitch attitude control system and a roll/yaw control system for a STOL aircraft.

N74-31434* National Aeronautics and Space Administration. Langley Research Center, Langley Station, Vs. COMPUTER-AIDED DESIGN OF CONTROL SYSTEMS TO MEET MANY REQUIREMENTS

A. A. Sohy, W. M. Adams, Jr., and K. G. Johnson In AGARD Advan in Control Systems May 1974 7 p refs (For availability see N74-31428 21-02) CSCL 01C

A method is described for using nonlinear programing in the computer-aided design of airplane control systems. It is assumed that the quality of such systems depends on many criteria. These criteria are included in the constraints vector (instead of attempting to combine them into a single scalar criterion, as is usually done), and the design proceeds through a sequence of nonlinear programing solutions in which the designer varies the specification of sets of requirements levels. The method is applied to design of a lateral stability augmentation system (SAS) for a fighter airplane, in which the requirements vector is chosen from the official handling qualities specifications. Results are shown for several simple SAS configurations designed to obtain desirable handling qualities over all design flight conditions with minimum feedback gains. The choice of the final design for each case is not unique but depends on the designer's decision as to which achievable set of requirements levels represents the best for that system. Results indicate that it may be possible to design constant parameter SAS which can satisfy the most stringent handling qualities requirements for fighter simplenes in all flight conditions. The role of the designer as a decision maker. interacting with the computer program, is discussed. Advantages of this type of designer-computer interaction are emphasized. Desirable extensions of the method are indicated.

N74-31435 Air Force Avionics Lab., Wright-Patterson AFB,

A DESIGN PROCEDURE UTILIZING CROSSFEEDS FOR COUPLED MULTILOOP SYSTEMS

Paul S. Basile and R. E. Curry (MIT, Cambridge) In AGARD Advan, in Control Systems May 1974 10 p refs (For availability see N74-31429 21-02)

A frequency-domain design procedure for decoupling multiinput, multi-output systems is described; the frequency domain
has the advantage of providing insight and ease of satisfying
specifications that are difficult to meet with state-space methods.
A design procedure for a two-input, two-output system without
crossfeeds is presented first; crossfeeds are then introduced to
after the open loop dynamics, and the design procedure is applied
to the modified plant. The constraints on the choice of crossfeeds
are discussed. Extension to a two-input, three-output system is
made when one of the outputs is dominated by enother; guidelines
for uhoosing the crossfeeds are given. This procedure is applied
to design a lateral cruise control system for the space shuttle
orbiter exact decoupling with crossfeeds results in excellent closed
loop response.

Author

N74-31436 Norwegian Defence Research Establishment, Kjeller Div. for Electronics. CONSTRUCTION OF SUBOPTIMAL KALMAN FILTERS BY PATYERN SEARCH

Nils Christophersen and Truls Lange-Nielsen In AGARD Advan. In Control Systems May 1974 6 p refs (For availability see N74-31429 21-02)

A systematic method for the optimal determination of parameters in suboptimal Kalman filters is presented. Such simplified filters are frequently necessary in order to implement a Kalman filter on a small special purpose computer. In order to optimize the performance of these filters, a parameter optimization problem may be involved. The method of solution is a modified version of Rosenbrock's pattern search. This is a direct search, permitting a very wide class of performance measures not indessarily analytical in nature. The example given is the determination of a suboptimal filter for a hybrid marine navigation system with thirty state variables.

N74-31437 Singer Co., Little Fells, N.J. Kearfott Div.
USE OF ADVANCED CONTROL THEORY AS A DESIGN
TOOL FOR VEHICLE GUIDANCE AND CONTROL
P. M. Brodle In AGARD Advan in Control Systems May
1974 10 p (For availability see N74-31429 21-02)

(Contract F08635-71-C-0227)

A technique is demonstrated which permits the numerical solution of the linear optimal regulator problem to be used as a generalized design tool. In particular this technique affords simplification over the usual frequency domain methods for high order guidance and control systems while retaining compatibility with the frequency domain especially for stability analysis. In addition to making a more rapid solution to the design problem possible, the structure of the optimal controller lends itself to the combination of the guidance and control problems into a single optimum or best solution.

Author

UNSPECIFIED TERMINATION TIMES

N74-31438 Norges Tekniske Hoegskole, Trondheim.
OPTIMAL CONTROL OF STOCHASTIC SYSTEMS WITH

Rolf Henriksen In AGARD Advan in Control Systems May 1974 10 p. refs (For availability see N74-31429 21-02)

A game-theoretic approach to optimal control problems of discrete-time stochastic systems with unspecified termination times is presented. In somewhat the same sense as stochastic systems with fixed termination times may be regarded as a kind of single-experiment (fixed samplesize) games, stochastic systems with unspecified termination times may be regarded as a kind of sequential games. A major part of the paper is devoted to the synthesis of Bayes control policies for truncated control processes, a term which is quite analogous to truncated sequential games. Two simple examples are given.

Author

N74-31439 Royal Aircraft Establishment, Farnborough (England).

FLIGHT CONTROL SYSTEM DEVELOPMENT IN THE UK D. Kimberley and P. W. J. Fullant In AGARD Advan. in Control Systems May 1974—13 p. refs (For availability see N74-31429 21-02)

The development of automatic flight control systems in the U.K. is described. Military and divillian applications of control system development are reported. The requirements of a control system are defined with respect to mission performance, system integration, similar redundancy, and control actuation. Specific examples of control installation and flight test results are included. The flight test results indicate that a full time fly by wire system is feesible and represents a prerequisite to system exploitation in the form of such concepts as control configured vehicles.

Author

N74-31440 Aeronautical Systems Div., Wright-Patterson AFB. Ohio.

F.15 EAGLE FLIGHT CONTROL SYSTEM

Edward H. McDonald In AGARD Advan. In Control Systems May 1974 8 p (For svallability see N74-31429 21-02)

The high performance demands of the flight control systems of today's fightur type aircraft normally are associated with undesirable complexity. How this complexity was minimized, the hardware solution to historical design problems, and how the solution evolved are discussed. A narration includes the prehardware design phase during which time exhaustive simulation analyses were made. The unique integration of flight controls with other sircraft systems is revealed along with limited performance and test results. The more significant subcomponents/systems are separately addressed in amely the automatic flight control system, the stabiliator actuator, and the control stok boost and pitch compensator package. In conclusion, overall salient capabilities are enumerated which substantistes the existing high confidence level relative to the system.

Author

N74-31441 Thomson-CSF, Issy les Moulineaux (France). Groupe Optronique de la Div.

NEW CONCEPTS OF VISUALIZATION FOR AIRCRAFT AND SPACE SHUTTLES (NOUVEAUX CONCEPTS DE VISUALISATION POUR AVIONS ET NAVETTES SPATIALES)

M. Coussediere In AGARD Advan in Control Systems May 1974 9 p. in FRENCH (For availability see N74-31429 21-02) Instrumentation systems adaptable to aircraft and space

Instrumentation systems adaptable to aircraft and space shuttle visualization concepts are reported. The systems considered include head-up displays, electric attitude direction indicators, electric horizontal situation indicator, engine display, multi-function display, and radar visualization maters. Simulation results and possible advantages of these systems over conventional ones are discussed.

Transl. by E.H.W.

N74-31442 Royal Aircraft Establishment, Farnborough (England). Controls and Displays Div.

ON THE DESIGN AND EVALUATION OF FLIGHT CONTROL EVELOPERS

F. R. Gill In AGARD Advan. in Control Systems May 1974-13 p. refs (For availability see N74-31429 21-02)

An enalysis of flight test results of control systems for fighter and transport sircraft is presented. The systems under consideration employ conventional linear control policies with the design being based on a parameter optimization technique. The two modes which are discussed are a pitch rate maneuvar demand system for the fighter aircraft and on ILS glide path and flare system for the transport sircraft. Studies to replace linear control by variable gain policies are discussed. The reasons

for and the principles of the variable gain control policies are autlined. The principles of flight evaluation methods employed with the control system tests are included.

Author

N74-31443 Honeywell, Inc., Minnespolls, Minn A FLY-BY-WIRE FLIGHT CONTROL SYSTEM FOR DECOU-PLED MANUAL CONTROL

A, J. VanDierendonck, K. Bassett (AFFDL), and E. E. Yore In AGARD Advan. in Control Systems May 1974 7 p refs (For availability see N74-31429 21-02) (Contract F33815-72-C-1268)

A sight line autopilot (SLAP) was designed for the AC-130 Gunship to improve the gun pointing ability. This paper presents the unique design procedure and development philosophy that was used. It emphasizes the peculiarities of this weapon delivery concept, the problem areas and the results of the design Multi-axes coupling, digital computer control, available measurements, and optimistic performance requirements prompted the use of modern control design techniques. Optimal control laws were generated for all modes and submodes. No classical analysis was performed. Proportional-plus-integral control was included to reduce nonlinear effects. Both linear and nonlinear simulation results verified that the sutopilot met the optimistic performance requirements in spite of poor performing serve-actuators, which limited the bendwidth of control laws. More recently, ground and flight tests have been performed.

N74-31444 Laboratoire Central de Telecornmunications, Paris (France)

DEFINITION AND SIMULATION OF A DIGITAL FILTER AND PILOT DEVICE UTILIZING MODERN DESIGN TECHNIQUES OF FILTRATION CONTROL [DEFINITION ET SIMULATION D'UNE SOUCLE DIGITALE DE PILOTAGE D'ENGIN UTILISANT LES TECHNIQUES MODERNES DE FILTRAGE ET DE COMMANDE]

C. A. Darmon and H Euzen In AGARD Advan. in Control Systems May 1974 13 p refs in FRENCH (For availability see N74-31429 21-02)

Modern optimal control techniques used to define and simulate digital filters for pilot devices are discussed. Noise measurements, system dynamius, and physical properties of the device are examined.

Transi by E.H.W.

N74-21445 Advisory Group for Aerospace Research and Development, Paris (France).

AN EXPERIMENTAL INVESTIGATION INTO DUPLEX

DIGITAL CONTROL OF AN ENGINE WITH REHEAT
J. F. O. Evans and K. A. Heips In its Advan. in Control Systems
May 1974 14 p (For availability see N74-31429 21-02)

The application of cross-monitoring computers with a hydromechanical back-up system to control a P.S. 50 jet engine is discussed. The choice of a digital control system was based on the complexity of modern engine control requirements especially at the reheat end of the system. Total hydromechanical control without the computer results in complexity and increased costs. The digital system is well suited to the function of scheduling, decision making, time-varying parameters, and nonlinearity conditions. The features of the digital equipment in high integrity systems are analyzed. The basic control system and the reversionary mode of the system are examined. The results of performance tests using the computer controlled system are reported.

N74-31446 Boeing Commercial Airplane Co., Seattle, Wash.
APPLICATION OF REDUNDANT DIGITAL COMPUTERS TO
FLIGHT CONTROL SYSTEMS

R. L. Schoenman In AGARD Advan. in Control Systems May 1974 13 p (For availability see N74-31429 21-02)

The ups, operations, and failure modes of a redundant digital aystem for aircraft control are discussed. Emphasis is placed on the flight critical aspects such as automatic landing, command augmentation, and fly by wire control. The rationale for selecting digital flight control systems is explained. Specific application of digital flight control systems to the supersonic transport aircraft is analyzed. The system topics which are affected by the digital system are: (1) effect of cross-channel voting on reliability, (2) cross-channel voting mechanization, (3) input-output interface, and (4) the effect of actuator configuration. Block diagrams are included to show the interrelationships of the computer signals arid components.

N74-31447 Bodenseewerk Gersetetechnik G.m.b.H., Ueberlingen

(West Germany): REALIZATION AND FLIGHT TESTS OF AN INTEGRATED DIGITAL FLIGHT CONTROL SYSTEM

Robert K. Zach. In AGARD. Advan. in Control Systems. May 1974. 20 p. refs (For availability see: N74-31429-21-02).

The introduction of digital computers into modern aircraft control systems for the integration of all the functions in a complex automatic flight control system is discussed in order to restize such practical systems economically, the functional requirements for the computer and interface were first derived by the analysis of the tasks and by the hybrid simulation of the functions, where the aircraft and actuators were simulated on an analog computer and the AFCS on a general purpose digital computer. Based on these requirements, a free programmable in-flight simulator was designed, built and flown in the test alreraft. This equipment is compatible with the laboratory hybrid elmulation equipment. The in-flight simulator allows experiments of different control laws, and was used to check and prove the required control form for a special digital system developed for flight control. As is shown, this latter system fulfills all the functional requirements and consists of a small digital computer, an interface for signal conversion and a pilots control panel. All functions of a modern AFCS, such as stabilizer, automatic approach, automatic landing and other autopilot functions as well as preflight and inflight tests were integrated, by programming the semiconductor mermory. The flight trials of this system in the test sircraft showed the satisfactory functioning of the system over the whole aircraft flight envelope. The good control characteristics were confirmed with the measured responses in flight.

N74-21448 LTV Aerospace Corp., Dallas, Tex. Systems Div. APPLICATION OF DIGITAL FLY-BY-WIRE TO FIGHTER/ATTACK AIRCRAFT

Ryland A. Baldwin In AGARD Advan, in Control Systems May 1974 10 p refs (For availability see N74-31429 21-02)

Some of the benefits to be derived from digital fly-by-wire flight control systems applied to atrack/fighter aircraft are presented. An integrated stability augmentation system and control augmentation system mechanization is described. Design criteria are reviewed and trade studies that were made to establish the proper level of redundancy are described. The resulting quadruplex system configuration is presented showing interfaces with digital processors. Computer studies undertaken to support selection of the proper digital word length and iteration rate are summarized. and the effect of variations of these parameters upon system performance is shown. A brief description of the data handling system and the computer requirements are included along with a block diagram summarizing the integrated system. Performance of the digital flight control system is compared to that of the analog system now in use in the A-7 siroraft. Open loop test data of a laboratory test configuration in which aircraft control laws are programmed are given.

N74-31449 Marconi-Elliott Avionic Systems Ltd., Rochester (England). Flight Controls Div.

THE DESIGN AND DEVELOPMENT OF THE MRCA

D. J. Jackson and J. M. Corney In AGARD Advan in Control Systems May 1974 11 p (For availability see N74-31429 21-021

The design and development of an autopilot and a flight director system are described. Emphasis is placed on the problem of ensuring flight safety in the low altitude autopilot modes. The subjects considered are: (1) design philosophy. (2) system configuration and control. (3) hardware development, and (4) software implementation. The system is designed to provide automatic control of the eiteraft in putch and lateral planes in a variety of operating modes. A flight director is included which provides algorithm to the pilot to monitor the autopilot performance and to use the signals for flight path guidance if an autopilot malfunction occurs. Author

N74-31450° National Aeronautics and Space Administration. Flight Research Center, Edwards, Calif.

DESIGN AND FLIGHT EXPERIENCE WITH A DIGITAL FLY-BY-WIRE CONTROL SYSTEM IN AN F-S AIRPLANE Dwain A Deets and Kenneth J. Szalai In AGARD Advan. in Control Systems May 1974 10 p refs (For availability see N74-31429 21-02)

CSCL 01C

08 AIRCRAFT STABILITY AND CONTROL

A digital fly-by-wire flight control system was designed, built, and for the first time flown in an airplane. The system, which uses components from the Apollo guidence system, is installed in an F-8 airplane as the primary control system. A lunar module guidence computer is the central element in the three-axis, single-channel, multimode, digital control system. A triplex electrical analog system which provides unaugmented control of the airplane is the only backup to the digital system. Flight results showed highly successful system operation, although the trim update rate was inadequate for precise trim changes, causing minor concern. The use of a digital system to implement conventional control laws proved to be practical for flight. Logic functions coded as an integral part of the control laws were found to be advantageous. Although software verification required extensive effort, confidence in the software verification required

Autho

N74-31451 Deutsche Forschungs- und Versuchsansteit füer Luft- und Raumfahrt, Brunswick (West Germany). DIGITAL FLY-EY-WIRE CONTROL SYSTEM WITH SELF-DIAGNOBING FAILURE DETECTION R. Onken, H. P. Joenck, L. Tacke, and M. Gottschlich In AGARD

R. Onken, H. P. Joenck, L. Tacke, and M. Gottschlich /n AGARD Advan_in Control Systems May 1974 7 p. refs (for evallability

see N74-31429 21-02)

A solution is presented to the problem of achieving real fail-safe behaviour for fly-by-wire systems, no longer depending on the reliability of the monitor/voter device and the probability of the occurrence of dorment errors. This is accomplished by the use of stand-by redundancy in conjunction with selfdisgnosing failure detection which is independent of the control signal state. Each redundant unit is autonomous with respect to the failure detection, such that, depending on the inspection rate, perfect information about the reliability status of the system, including the failure detection itself, is available at any time. The feasibility of this approach is demonstrated by the fly-by-wire system which is installed and successfully flown in a HFS 320 jet aircraft.

Author

N74-31462 Air Force Flight Dynamics Lab., Wright-Patterson AFB, Ohio.

B-52 CONTROL CONFIGURED VEHICLES PROGRAM

R. P. Johannes and G. O. Thompson /n AGARD Advan. in Control Systems May 1974 10 p refs Prepared in cooperation with Bosing Co. (For availability see N74-31429 21-02)

A test program to evaluate the control configured vehicles (CCV) program is discussed. The purpose of the program is to validate achievable results of the CCV system concepts on large flexible aircraft, such as the 8-82. The four concepts which are involved in the flight test are: (1) ride control, (2) flutter mode control, (3) maneuver load control, and (4) sugmented stability. The potential benefits of the CCV concept and the results of the ride control system flight tests are analyzed. Author

N74-31483 National Aerospace Lab., Amsterdam (Nutherlands).
FLIGHT EXPERIENCE WITH AN EXPERIMENTAL ELECTRICAL PITCH-RAYE-COMMAND/ATTITUDE-HOLD FLIGHT
CONTROL SYSTEM

H. A. Mooij In AGARD Advan. in Control Systems May 1974 8 p. refs (For availability see N74-31429 21-02)

The introduction of electrical primary flight control systems makes studies in many aspects of their application highly desirable. One important aspect is the development of handling qualities criteria as a guide for system design. To this and an experimental pitch-rate-command/attitude-hold flight control system installed in a Beechcraft Queen Air-80 was used in two flight research programs. Results of these programs are discussed in this paper. The first program is related to pilot workload reduction for the safe execution of two-segment noise-abatement approaches. The other program is aimed at in-flight determination of pilot-aircraft system performance as well as pilot describing function and remnant information.

Author

N74-31484 Bodenseewerk Geraetetechnik G.m.b.H., Ueberlingen (West Germany).

INTEGRATED FLIGHT CONTROL SYSTEM FOR STEEP APPROACH

Gunther Schaenzer and Hartmut H. Boehret In AGARD Adven. In Control Systems May 1974 12 p refs (For availability see N74-31429 21-02)

The approach of extremely short runways surrounded by high obstacles has to be made on steep and surved approach profiles. The flight path and the serodynamic flow condition have to be controlled more accurately as compared with

conventional approach procedures. The resulting problems concerning flight mechanics and control will be discussed and the requirements for an integrated flight control system will be derived. The characteristics of a sub-optimal flight control system controlling the flight path and the aerodynamic flow condition via elevator and throttle with limited state vector feedback will be demonstrated by simulation- and flight tests results for automatic approach and landing.

N74-31486 Air Force Flight Dynamics Lab., Wright-Patterson AFB, Ohio.

V/STOL AIRCRAFT CONTROL/DISPLAY CONCEPT FOR

MAXIMUM OPERATIONAL EFFECTIVENESS
Kenneth W. McElreuth, James A. Klein (Collins Radio Co.), and
Ralph C. Thomas (Colline Radio Co.) /n AGARD Advan. in Control Systems May 1974 8 p refs (For availability see N74-31429 21-02)

Vertical/Short Takeoff and Landing (V/STOL) aircraft and their unique missions define four requirements for a practical and sultable IFR control/display system: (1) maximum flight profile flexibility. (2) flight control precision, (3) low pilot workload and (4) simplicity at low cost. A system concept which has made significant progress in meeting these requirements is described. The system concept is that of retaining the human pilot as an active control element, augmented by an integrated system of displays, steering computation, and automatic control elements. The task allocation between the pilot and the automatic portion of the system optimizes the pilot's flexibility and control effectiveness in the control tasks for which he is most suited complemented by the precision and reduction in workload afforded by automatic control techniques. The approach taken in the development of the system was to first define the mission tasks to be performed and the system constraints. Analysis and pilot-in-the-loop simulation determined the most effective control scheme and the optimum human-automatic interface. Flight testing then validated the system concepts in hardware form aboard a CH-3E helicopter test bed.

N74-31456 Royal Aircraft Establishment, Bedford (England).
AUTOSTABILIZATION IN VTOL AIRCRAFT: RESULTS OF
FLIGHT TRIALS WITH SC 1
H. W. Chinn In AGARD Advan. in Control Systems May

1974 16 p refs (For availability see N74-31429 21-02)
The flight upntrol system developed for the SC 1 jet lift

VTOL research aircraft is described and an account given of its behaviour throughout the flight envelope: vertical take-off and landing, transition and conventional flight. The system, which provided artificial directional stability in the yaw and maneuver demand in the pitch and roll axes, gave a stable aircraft while retaining a high degree of maneuverability. Comparison is made with existing handling criteria and the ways in which demand systems inevitably contravene certain of these criteria are discussed

N74-31467* National Aeronautics and Space Administration

Ames Research Center, Moffett Field, Calif.

FLIGHT TEST OF AN AUTOMATIC APPROACH AND
LANDING CONCEPT FOR A SIMULATED SPACE SHUTTHE

REPRESENTED BY THE NASA CONVAIR 980 AIRCRAFT

Doneld W. Smith, Frederick G. Edwards, John D. Foster, and Fred J. Drinkwater, III In AGARD Advan. In Control Systems May 1974 9 p refs (For availability see N74-31429 21-02) CECL OIC

Unpowered automatic approaches and landings were conducted to study navigation, guidance, and control problems associated with terminal area, approach, and landing operation for the space shuttle. A Convair 950 strongth was equipped with a digital flight-control computer connected to the aircraft control. systems and displays. The flight tests evaluated, from 11,300 m to touchdown, the performance of a navigation and guidance noncept that utilized blended redio/inertial navigation with VOR. DME, and ILS as the ground radio navigation aids. The results from 36 automatic approaches and landings are analyzed. Preliminary results indicate that this concept may provide sufficient accuracy that automatic landing of the unpowered shuttle orbiter can be accomplished on a conventional size runway.

N76-29245# Advisory Group for Aerospace Research and Development, Paris (France) STALL/SPIN PROBLEMS OF MILITARY AIRCRAFT

Jun. 1976 242 p. refs. Presented at the Flight Mach. Panel Specialists Meeting, Rhode Saint Genese, Belgium, 18-21 Nov. 1975

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Stall/spin aspects of sircraft design are discussed in relation to the high angle of attack problem. For individual titles, see N76-29246 through N76-29266

N76-29246 Air Force Flight Dynamics Lab., Wright-Patterson

THE STALL/SPIN PROBLEM

Robert J. Woodcock and Robert Weissman (ASD). In AGARD Stall/Spin Probl of Mil. Aircraft Jun 1976 12 p refs (For availability see N76-29245 20-08)

Stall/spin problems still plague aircraft designers. The development of spin tunnel and free flight model testing techniques is traced, prospects of improved aerodynamics are indicated, and some flight control system capabilities outlined, with reference to experience with some recent airplanes. Recovery from spins and post-stall gyrations is emphasized but a need for more emphasis on designing for resistance to loss of control is

N76-29247 General Dynamics/Fort Worth, Tex. THE STALL/SPIN PROBLEM . AMERICAN INDUSTRY'S APPROACH

Charles A. Anderson In AGARD Stall/Spin Probl. of Mil. Aircraft Jun. 1976 B p (For availability see N76-29246 20-08)

An attempt is made to detail what has caused stall/spin problems, what options are open to the aircraft designer to reduce stall/spin susceptibility, and some of the current evaluation criteria that are available. Also, the various analytical and experimental tools and flight test techniques available today are reviewed. An assessment is then made of the usefulness of each of these guidelines, tools, and techniques. Finally, a recommended procedure for determining the stall/spin susceptibility and characteristics is presented

N76-29248 Aeroplans and Armament Experimental Establish-

ment, Boscombe Down (England)
COMPARISON OF THE SPIN AND LOW INCIDENCE
AUTOROTATION OF THE JAQUAR STRIKE AIRCRAFT
R. J. Blamey /// AGARD Stall/Spin Probl. of Mil. Aircraft Jun. 1976 10 p. refs (For availability see N76-29245 20-08)

From the extensive flight trials on Jeguar high incidence and spin behavior, a number of interesting results emerged. Compared is the classical high incidence spin mode with a rather less common low incidence autorotation which appeared during Jacquar avaigation trials

N76-29249 British Airgraft Corp., Preston (England) A COMPARISON OF MODEL AND FULL SCALE SPINNING CHARACTERISTICS ON THE LIGHTNING

B R A Burns // AGARD Stall/Spin Probl. of Mil Aircraft Jun 1976 12 p (For availability see N76-29245 20-08)

Lightning spinning history is reviewed and a comparison is made of the characteristics as shown by vertical wind tunnel, helicopter drop model and full scale flight trials. The comparison is made in terms of both qualitative interpretation of the spin and recovery behavior and measured data. It is shown that the three types of tests exhibited good qualitative agreement in all important respects. Only a limited quantitative comparison is possible because of limitations of the measured data and differences between the test techniques. The test results are related to service experience and some observations are made about the interpretation of spinning test results and the need for simplicity in pilot's operating notes.

N76-29250 Northrop Corp., Hawthorne, Calif. DESIGN TECHNOLOGY FOR DEPARTURE RESISTANCE OF FIGHTER AIRCRAFT Aircraft Div.

A fittrigg, Jr., J. S. Ackerman, and A. M. Skow. //n AGARD Stall/ Spin Probl. of Mil. Aircraft. Jun. 1978. 13 p. refs. (For availability see N78-29245 20-08)

Methods are presented for predicting departure characteristics of aircraft during the design stages prior to model or flight tests. The significance of longitudinal pitching moment characteristics with respect to sideslip is discussed and correlated with flight test data. The use of departure parameters is discussed and examples are presented which show good correlation with flight test results. A computer graphics display of the aircraft driven by actual flight test data his proven to be extremely helpful in visualizing complex motions of an aircraft. In particular this technique shows great promise in alding both pilots and engineers in describing disorienting post stall gyrations that may be encountered during stell/spin flight testing of an aircraft. Author

N76-29251* National Aeronautics and Space Administration. Langley Research Center, Langley Station, Va. RESULTS OF RECENT NASA STUDIES ON SPIN RESIST-ANCE

Joseph R. Chambers, William P. Gilbert, and Sue B. Grafton. In AGARD. Stall/Spin Probl. of Mil. Aircraft. Jun. 1976. 12 p. refs. (For availability see. N76-29245.20-08)

Some of the factors which contribute to good stall/spin characteristics of a current fighter configuration indicate that the design of airframe components for inherent spin resistance is very configuration dependent and that few generalizations can be made. Secondary design features, such as fuselage forsbody shape, can have significant effects on stability characteristics at high engles of attack. Recent pilloted simulator studies and airplane flight tests have indicated that current automatic control systems can be tailored so as to provide a high degree of spin resistance for some configurations without restrictions to maneuverability. Such systems result in greatly increased pilot confidence and increased tactical effectiveness.

N76-29262 Institut de Mecanique des Fiuldes de Lille (France).
APPLICATION OF STATIC AND DYNAMIC AERODYNAMIC
COEFFICIENTS TO THE MATHEMATICAL CORRELATION
OF WIND TUNNEL TEST RESULTS ON AIRCRAFT SPINS
[APPLICATION DES MESURES DE COEFFICIENTS AERODYNAMIQUES STATIQUES ET DYNAMIQUE A DES
RECOUPEMENTS PAR CALCUL DES VRILLES OBTENUES
EN SOUFFLERIE]

Marc Vanmarisart /n AGARD Stall/Spin Probl. of Mil. Aircraft Jun. 1975 9 p in FRENCH (For availability see N78-29245 20-08)

A conventional light aircraft model with afficient control surfaces and comparatively easy spin characteristics was used to validate the modelling of spin maneuvers by correlating vertical wind tunnel results with static and dynamic aerodynamic coefficients. It was first concluded that these coefficients must be measured while the aircraft is in continuous rotation; these measurements must take into account the efficiency of the control surfaces, which is itself strongly affected by the general flow pattern, and are only applicable to the case of comparatively mild spins in the case of modern military aircraft, however, spins are usually more complex and violent, and measurements of forced oscillations while the model is in continuous rotation should presumably be included.

Transil by V.J.A.

N76-29263 Aeronautica Macchi S. p. A., Varese (Italy).

STALL BEHAVIOR AND SPIN RSTIMATION METHOD BY
USE OF ROTATING BALANCE MEASUREMENTS
Ermanno Sazzocchi In AGARD Stall/Spin Probl. of Mil. Aircraft
Jun. 1976 16 p. For availability see N76-29245 20-08)

Experimental work is reported in the field of wind tunnel investigation of stall behavior, in the evaluation of the characteristics of lateral control devices, in the measurement of the aerodynamic coefficients to determine lateral-directional stability and the analytical study of the spin. This research has required the development of special test equipment, measurement methods and calibration systems. A description and data is given on the test equipment adopted, its use and some of the results obtained.

Author

N76-29254 Ghent Univ (Belgium). STABILITY OF HELICOIDAL MOTIONS AT HIGH INCIDEN-CES

F. C. Haus. In AGARD. Stall/Spin Probl. of Mil. Aircraft. Jun. 1976. 20 p. (For availability see N76-29245. 20-08).

Mathematical solutions are found for three kinds of problems. (1) to compute the equilibrium condition of steady motion, when the aircraft follows a helicoidal descending path around a vertical axis; (2) to establish the linear equations governing perturbations about the steady state, and to determine the characteristic modes of the resulting motion; and (3) to integrate the nonlinear equations of motion and to determine the manner in which an sircraft can reach a steady state motion, or depart from it - (entry into or redovery from a spin). Such mathematical operations provide insight into the mechanics of spiniting motion even though serodynemic coefficients are not known very accurately at the present time.

N76-29255 Institut de Mecanique des Fluides de Lille (France).

EFFECTS OF AIRFRAME DESIGN ON SPIN CHARACTERISTICS [EVOLUTION DES CARACTERISTIQUES DE LA
VINILLE EN FONCTION DE L'ARCHITECTURE DES
AVIONS]

Jean Gobeltz In AGARD Stall/Spin Probl. of Mil. Aircraft Jun. 1975 15 p. In FRENCH (For availability see N78:29245 20-08)

The offacts of changes in the airframe geometry during the last few decades on aircraft spin characteristics were reviewed. The type of aircraft considered ranged from low speed, pre-world war it, propeller driven aircraft, through the early jet aircraft with moderate sweepback, to the most recent jet aircraft with pronounced sweepback. The contribution of the various sufframe components such as control surfaces, flaps, airbrakes, fins fusalage, wings, atc. was discussed in addition to other relevant factors such as inertial characteristics, external loads, rockets, etc. Special emphasis was placed on the Mirage 3 and Lightning aircraft.

N76-29256 Air Force Filght Dynamics Lab., Wright-Patterson AFB, Ohio.

LIMITING FLIGHT CONTROL SYSTEMS

David K. Bowser In AGARD Stati/Spin Probl. of Mil. Aircraft Jun. 1976 12 p refs (For availability see N76-29245 20-08)

The development and application of various types of sutomatic flight control systems for high angle of attack sugmentation and limiting are reported. Considerations included are improved handling qualities for maximum tracking effectiveness, reduced handling tracking the second properties of the second pro

N76-29287° National Aeronautics and Space Administration, Ames Rosearch Center, Moffett Field, Calif.
ASYMMETRIC AERODYNAMIC FORCES ON AIRCRAFT AT HIGH ANGLES OF ATTACK - SOME DESIGN GUIDES

Gary T Chapman, Earl R. Keener, and Gerald N. Malcolm In AGARD Stell/Spin Probl of Mil. Alteraft Jun. 1876 9 p refs (For availability sea N76-29245 20-08)

Aerodynamic side forces on forebodies are considered that are produced by two types of flow: asymmetric vortices on bodies of revolution and nonuniform flow separation on square bodies with rounded corners under spinning conditions. Steady side forces that can be as large as the normal force are produced by asymmetric voitices on pointed forebodies. This side force has a large variation with Reynolds number, decreases rapidly with Mach number, and can be nearly eliminated with small note bluntness or strakes. The angle of attack where the side force first occurs depends primarily on body geometry. The theoretical techniques to predict these side forces are necessarily semiempirical because the basic phenomenon is not well understood. The side forces produced by nonuniform flow separation under spinning conditions depend extensively on spin rate, angle of attack, and Reynolds number. The application of simple crossflow theory to predict this side force is inadequate much below angles of attack of 90 deg.

N76-29288* National Aeronautics and Space Administration Langley Research Center. Langley Station, Va. STALL/SPIN TEST TECHNIQUES USED BY NASA Joseph R. Chambers, James S. Bowman, Jr., and Gerald N. Malcolm (NASA Langley) In AGARD Stall/Spin Probl. of Mil. Aircraft Jun. 1976 12 p. refs (For availability see N76-29245 20-08)

CBCL 01C

Unique test techniques and facilities are reported which are used to predict the stall/spin characteristics of highly maneuverable military alreaft. Three of the more important test techniques are: (1) flight tests of dynamically scaled models: (2) rotary balance tests; and (3) piloted simulator studies. Recent experience has indicated that the extension of piloted simulation techniques to high engles of attack provides valuable insight as to the spin susceptibility of fighter configurations during representative air combat maneuvers. In addition, use of the technique is an effective method for the development and evaluation of automatic spin prevention concepts.

Author

N76-29259 Institut de Mecanique des Fluides de Lille (France).

EFFECTS OF STATIC MOMENTS FROM ROCKETS OR
ASYMMETRIC LOADS ON AIRCRAFT SPINS (ACTION SUR
LA VRILLE, PAR MOMENT STATIQUE, DE FUSEES ET DE
CHARGEMENTS DISSYMETRIQUES)

Jean Gobeltz and Lucien Beaurain In AGARD Stall/Spin Probl. of Mil. Aircraft Jun. 1976 11 p refs in FRENCH (For availability see N76-29245 20-08)

Vertical wind tunnel test results performed on different scale models to investigate alicraft spin maneuvers were discussed. Two areas were considered (1) the use of rockets carried on alicraft, to be fired as an emergency device during spins. The application of this concept has so far been limited to light aircraft, although certain qualitative conclusions may be valid for other types of aircraft, including military aircraft, (2) the influence of asymmetrical loads on spins for aircraft of all types: military, ilight, transport. In the case of military aircraft, geometrical asymmetries were also discussed.

Transit by YJA.

N76-29260 Centre d'Essais en Vol. Bretigny-sur-Orge (France). A NEW ANALYSIS OF SPIN, BASED ON FRENCH EXPERIENCE ON COMBAT AIRCRAFT [UNE NOUVELLE ANALYSE DE LA VRILLE BASEE SUR L'EXPERIENCE FRANÇAISE SUR LES AVIONS DE COMBAT]
Claudius LaBurthe In AGARD Stall/Spin Probl. of Mil Aircraft

Claudius LaBurthe In AGARD Stall/Spin Probl. of Mil Aircraft Jun. 1976 9p in FRENCH; ENGLISH summary (For availability see N76-29245 20-08)

Relatively few aircraft are lost owing to sinking, stalling or spinning. Among other reasons, this favorable result may be attributed to a particular emphasis put on pilot instruction about aircraft behavior at high angles of attack. But in view of the unfavorable influence of wing loading this situation might deteriorate with new aircraft. Some test results are analyzed as regards the nature of losses of control. The major influence of linetia is thus demonstrated. Limits of credibility for stall warning systems, based upon angle of attack manuscreent, are then deduced.

Author

N78-29261 Messersohmitt-Boelkow-Bio $_{1,22} \in m.b$ H., Hemburg (West Germany).

SPIN INVESTIGATION OF THE HANSA JET

Herbert Neppert In AGARD Stall/Spin Probl. of Mil. Aircraft Jun. 1976 7 p. refs (For availability see N76-29245 20-08)

Spin characteristics of the Hansa jet from calculation, vertical apin tunnel and flight have been compared. As a result of the superstall a special form of flat spin with low rate of rotation is obtained. An analysis is cerried out and verticus recovery methods are given.

Author

N76-29262 Avions Marcel Dessault-Breguet Aviation, Saint-Cloud (France) FLIGHT TEST METHODS FOR THE STUDY OF SPINS [METHODES D'ESSAIS DE VRILLES EN VOL]

J. P. Duval In AGARD Stall/Spin Probl. of Mil Aircraft Jun. 1978 8 p. In FRENCH (For availability see N76-29245 20-08)

A system of instruments and techniques developed to investigate sicraft spin insneuvers was described. Both ground-based systems (telemetry, real-time and delayed-time measurements) and airborne systems (instrument management, cameras, etc.) are described and discussed. The Alpha-Jet aircraft is used as an example to illustrate the technique used, including the importance of preliminary wind tunnel test results and the subsequent logical sequence of flight tests. Reuent flight test results were illustrated.

Transi by YJA.

N75-29263 Grumman Aerospace Corp., Calverton, N.Y. F-14A STALL SPIN PREVENTION SYSTEM FLIGHT TEST

Charles A. Sewell and Raymond D. Whippler In AGARD. Stall/Spin Probl. of Mil. Aircraft. Jun. 1976. 7 p. refs (For availability see N76-29245-20-08).

The evaluation of various spin prevention design concepts for the F-14 Tomost by analytical, simulational, and experimental methods is described. Preparation of the test vehicle is detailed showing unique emergency systems and qualification testing of these systems. Operational aspects of the flight test program including the problem devising a system flexible enough to permit in-flight optimization of design parameters is treated. The gradual shift in emphasis from spin prevention, which was accomplished with relative case, to departure amelioration for enhanced air combat effectiveness is documented. An overview of the final ARI with associated subsystems is given.

Author

N76-29264 Avions Marcel Dassault-Breguet Aviation, Saint-Cloud (France).

SPIN FLIGHT TEST OF THE JAGUAR, MIRAGE F1 AND ALPHA-JET AIRCRAFT (ESSAIS DE VRILLES DU JAGUAR, DU MIRAGE F1 ET DE L'ALPHA-JET)

J Differ, J. P Duval, and J. Pletsy In AGARD Stall/Spin Probl. of Mil. Aircraft Jun 1976 6 p. In FRENCH (For availability see N76-29245 20-08)

A series of flight tests designed to investigate spin characteristics on the following aircraft were described Jaguar. Mirage F1, and Alpha-Jet. The case of the Alpha-Jet is especially interesting in view of its training role. Results obtained during these tests were described and compared to wind tunnel tests predictions.

Trainil by YJA.

N76-29265 General Dynamics/Fort Worth, Tex YF-16 HIGH ANGLE OF ATTACK TEST EXPERIENCE John P. Lamers In AGARD Stell/Spin Probl. of Mil. Aircraft Jun. 1976 14 p. (For availability see N75-29245 20-08)

The objective of high angle of attack flight tests was to clear the aircraft for the air combat maneuvering test phase. This was to be accomplished by validation of predicted aerodynamid date, and a comprehensive evaluation of handling qualities and flight control system performance during aggressive simulated tactical maneuvering. The program also included a realistic evaluation of the effectiveness of special automatic control system features designed to enhance high angle of attack maneuverability. handling qualities, and departure resistance. Of particular interest were the effects of the active control system (command and stability augmentation) and relaxed static stability concepts upon stall/spin characteristics and recovery capability. Engine operating characteristics at high angle of attack, high angle of sideslip, low airspeed conditions were also of interest. Results show excellent high angle of attack flight characteristics, good correlation with NASA spirr model results, and normal flight control system operation over the range of conditions tested.

N76-29266 Navai Air Systems Command, Washington, D.C. US NAVY FLIGHT TEST EVALUATION AND OPERATIONAL EXPERIENCE AT HIGH ANGLE OF ATTACK

Alexander F. Money and Donald E. House (Navel Air Test Center) In AGARD. Stall/Spin Probl. of Mil. Aircraft. Jun. 1976. 10 p. refs. (For availability see N78-29245.20-08).

An overview is presented of the problem areas presently considered most significant in the high angle of attack flight regime in U.S. Nevy sittrast. The U.S. Nevy philosophy of high angle of attack flight testing is also discussed, with examples of some of the more recent programs.

Author

X77-72038 Advisory Group for Aerospace Research and Development, Paris (Frence).

NIGHT AND ALL-WEATHER GUIDANCE AND CONTROL SYSTEMS FOR FIXED-WING AIRCRAFT

Nov 1978 208 p Presented at the 2nd Tech. Meeting of the Guidance and Control Panel of AGARD, Cheltenham, England, 3-7 May 1976

(AGARD-CP-211) Avail. Advisory Group for Aerospace Research and Development. Paris. France NATO-Classified report

NOTICE Available to U.S. Government Agencies

Topics discussed include operational needs and problems, piloting and navigation, electro-optical sensor design, modelling, evaluation and application, approach and landing problems, and the man machine interface and overall system design. Author

09 RESEARCH AND SUPPORT FACILITIES (AIR)

Includes airports, hangars and runways, aircraft repair and overhaul facilities, wind tunnels, shock tube facilities, and engine test blocks. For related information and also 14 Ground Support Systems and Facilities (Space)

N74-21899# Advisory Group for Aerospace Research and Development, Paris (France)

A REVIEW OF CURRENT RESEARCH AIMED AT THE DESIGN AND OPERATION OF LARGE WINDTUNNELS

Mar 1974 55 p refs (AGARD-AR-68) Avail NTIS HC \$5.75

The proceedings of a conference on wind tunnel design are presented. The subjects discussed are (1) wind tunnel design and operation. (2) testing techniques, (3) special techniques for engine simulation, (4) techniques for high lift and V/STOL testing, (5) problems of testing at transonic speeds, and (6) fluid motion

N74-31733# Advisory Group for Aerospace Research and Development, Paris (France).
LARGE WINDTUNNELS: REQUIRED CHARACTERISTICS

AND THE PERFORMANCE OF VARIOUS TYPES OF TRANSONIC FACILITY

R. C. Pankhurst, ed. (Min. of Defense, London) Jun. 1974 156 p refe in ENGLISH; partly in FRENCH (AGARD-R-615) Avail: NTIS HC \$11.00

A series of reports were prepared to analyze the requirements and characteristics of transonic wind tunnels. Some of the subjects considered are: (1) the effects of flow turbulence and noise on serodynamic phenomena in wind tunnels, (2) testing time requirements in steady and unsteady wind tunnel measurements, (3) design principles for transonic wind tunnels, and (4) methods for correcting wall constraints in transonic wind tunnels. For individual titles, see N74-31734 through N74-31741.

N74-31734 Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

AFFECTS OF FLOW TURBULENCE AND NOISE AND AFFODYNAMIC PHENOMENA AND WINDTUNNEL RESULTS

R. Michal In AGARD Large Windtunnels: Required Characteristics and the Performance of Various Types of Transonic Facility Jun. 1974 27 p refs in ENGLISH and FRENCH (For availability see N74-31733 21-11)

An account is given of the influence of stream turbulence and noise on transition in laminar boundary layers and on the development of boundary layers that are already turbulent. This is followed by a discussion of the effects of turbulence and noise on wind tunnel measurements of overall force and moment coefficients and on phenomena associated notably with interactions between shockwaves and boundary layers. These considerations are vital to the extrapolation of wind tunnel results to full-scale conditions and to the specification of Reynolds number and flow quality requirements for future aerodynamic testing facilities

N74-31735 Nationaal Lucht-en Ruimtevaartlaboratorium, Amsterdam (Netherlands).

NOTES CONCERNING TESTING TIME REQUIREMENTS IN STEADY AND UNSTEADY MEASUREMENTS

J. W. G. VanNunen In AGARD Large Windtunnels: Required Characteristics and the Performance of Various Types of Transonic Facility Jun. 1974 19 p (For availability see N74-31733 21-11)

The importance of time factors in conducting transonic wind tunnel tests is discussed. Emphasis is placed on the requirements for force and pressure measurements in steady flow conditions. pressure measurements on oscillating models for flutter calculations, and investigations of serodynamic buffeting. The specific time requirements for various types of wind tunnel tests are analyzed to show the variations in the tunnel operations. Diagrams of the various wind tunnel model arrangements and data reduction techniques are included.

N74-31736 ARO, Inc., Arnold Air Force Station, Tenn. Karman Gas Dynamics Facility EXPERIMENTAL STUDIES IN A LUDWIEG TUBE TRAN-

SONIC TUNNEL

C. J. Schueler In AGARD Large Windtunnels. Required Characteristics and the Performance of Various Types of Yransonic Facility Jun 1974 48 p rafs Prepared in cooperation with AEDC (For availability see N74-31733 21-11)

in support of the development of a high Revnolds number transonic tunnel (HIRT), extensive use has been made of a 1/13-scale model of the facility. The studies included measurement and analysis of the boundary layers at the charge tube exit (entrance to nozzio), at the nozzie (contraction) exit, and in the test section, tunnel start time, test section Mach number flow uniformity, flow response time, pressure distributions on a two-dimensional airfoil model, force measurements on gones, an investigation of the influence of plenum volume and an investigation of the acoustics of the exhaust system. The results of the experimental work show the feasibility of obtaining high Reynolds numbers in a transonic tunnel with a Ludwieg tube drive

N74-31737 Aeronautical Research Inst. of Sweden, Stockholm Engineering Dept.

APPLICATION OF THE GASOMETER STORAGE CONCEPT TO A TRANSONIC WINDTUNNEL MEETING THE LAWS SPECIFICATION

C. Nelander and B. Oeverby In AGARD Large Windtunnels; Required Characteristics and the Performance of Various Types of Transonic Facility Jun. 1974 7 p rafs (For availability see N74-31733 21-11)

A drive system to improve the flow quality in a transonic test section of an intermittent wind tunnel. The system proposed consists of a piston and a U-tube gasometer for air storage. The construction of the device is illustrated and the method of operation is explained. The advantages and disadvantages of the proposed system are analyzed.

N74-31738 Royal Aircraft Establishment, Fernborough (England). THE DESIGN OF HIGH-REYNOLDS-NUMBER, TRANSONIC

WINDTUNNELS: SOME GENERAL PRINCIPLES
P. G. Pugh In AGARD Large Windtunnels: Required
Characteristics and the Performance of Various Types of Transonic Facility Jun. 1974 22 p. refs (For evailability see N74-31733

The general principles governing the design of a high-Reynolds-number transonic wind tunnel are examined. After a brief review of the essential design aims, the choice of size and operating pressure is discussed. With a rationale for these parameters established, means of schieving them are considered: in particular, the relative merits of various types of drive system

N74-31739 Avions Marcel Dessault-Breguet Aviation, Saint-Cloud (France).

ADDENDUM TO A SURVEY OF CORRECTING WALL CONSTRAINTS IN TRANSONIC WINDTUNNELS

J. C. Vayssaire /// AGARD Large Windtunnels: Required Characteristics and the Performance of Various Types of Transonic Facility Jun. 1974 21 p refs (For availability see N74-31733 21 11)

Methods for correcting wall constraints in transonic wind tunnels are discussed. Using linearized compressible flow theory. the influence of wingspan upon lift interference factors is examined. The streamline curvature correction is also considered, together with the influence of the position of the pressure detum in relation to that of the model. The characteristics of porous walls are considered with the proposal that a porous wall may be calibrated by comparing a test result with theoretical grid results computed for several values of porosity parameter in the boundary

N74-31740 Royal Aircraft Establishment, Farnborough (England). SOME OBSERVATIONS ON OPTIONS FOR A LARGE TRANSONIC WINDTUNNEL

P. G. Pugh and D. Kuechemann In AGARD Large Windtuhnels: Required Characteristics and the Performance of Various Types of Transonic Facility Jun. 1974 6 p refs (For availability see N74-31733 21-11)

The design parameters for transonic wind tunnel development are discussed. The two types of specifications which influence the design parameters are defined. Specific considerations concern: (1) provision for exceptional tests, (2) the quality of the flow, and (3) heat transfer from the wind tunnel model. The effects of flow instability in the wind tunnel are analyzed.

N74-31741 Von Kermen Inst. for Fluid Dynamics, Rhode-Saint-Genese (Belgium)

REVIEW OF SOME PROBLEMS REPATED TO THE DESIGN AND OPERATION OF LOW SPEED WINDTUNNELS FOR V/STOL TESTING, ADDENDUM

M. Carbonaro In AGARD Large Windtunnels: Required Characteristics and the Performance of Verious Types of Transonic Facility Jun. 1974 3 p refs (For availability see N74-31733

(AGARD-R-601)

A method of calculating wall interference in transonic wind tunnels by using a vortex lattice to simulate the wind tunnel walls is discussed. The method includes the effects of wake curvature and wake displacement due to the wind tunnel walls The flow distortions produced by a wind tunnel model are examined with respect to the minimum test speed and the maximum model-to-tunnel dimension ratio. Additional test procedures involving ventilated walls, simulated ground effect, and flow disturbances in the tunnel circuit are briefly noted.

Author

N74-34680# Advisory Group for Aerospace Research and Development, Patis (France).

THE NEED FOR A LARGE TRANSONIC WINDTUNNEL IN EUROPE. SECOND REPORT OF THE LANGE WINDTUN-NELS WORKING GROUP

Aug. 1974 46 p refs (AGARD-AR-70) Avail: NTIS HC \$5.50

The Second Report of the Large Windtunnels Working Group of the AGARD Fluid Dynamics Panel is presented. The group confined its further considerations to the need for and definitions of a large transonic windtunnel in Europe. The angineering studies on the proposed four options for the tunnel drive system are reviewed; engineering of all four appears to be feasible but at higher dost than anticipated. The Group still cannot recommend a preferred option technical grounds, but recommends that following further work a selection should be made before the end of 1975. The program of further work necessary to provide the information needed for selection of a preferred option is defined, together with recommendations on how it should be shared between National Programs and on Indepedent Technical Project Group, with coordination as required by the MiniLaWs Group of the Fluid Dynamics Panel It is concluded that the reasons given on the need for a large European transonic windtunnel still apply, and no change is required in the standard specification of the windtunnel

N75-30198# Advisory Group for Aerospace Research and Development, Pans (France)

A CATALOGUE OF EUROPEAN HYPERSONIC WIND TUNNE! FACILITIES

Jun 1976 58 p (AGARD R 619) Avail NTIS HC \$4 25

European hypersonic windfunnels are listed and the following information is given about them, location, name of facility, and personnel concerned, description and testing capabilities, type of facility, details of working section, model mounting, and size at zero and nonzero incidence; thatrumentation and other diagnostic equipment, and performance. For high enthalpy facilities, the data is plotted in terms of density versus velocity; for other facilities as RE/cm. Mach number showing operating boundains Nozzle axit diameter, usoful core diameter, exial Mach number gradient, angular flow deviation 'reservoir' conditions, gases used, frozen degree of dissociation, limiting velocity, for continuous flow tunnels and for low-density tunnels a graph of mass flow rate versus static pressure are included where Author

N76-11110# Advisory Group for Aerospace Research and Development, Paris (France). A FURTHER REVIEW OF CURRENT RESEARCH AIMED

AT THE DESIGN AND OPERATION OF LARGE WIND TUNNELS

Sep. 1975 130 p refs (AGARD-AR-83) Avail: NTIS HC \$8.00

Work completed previously describing projected areas considered to be relevant to the design and operation of large wind tunnels was reviewed in the light of progress made. Comments and recommendations are made. In each one of the four fields of work selected, two conveners, one from each side of the Atlantic, brought together the foremost workers in that field to discuss what needs to be done, how the work should proceed, and how it could be shared. Altogether 132 research workers from nine countries participated and made valuable contributions. Topics of Importance, including some which require particular attention, were also identified and divided into three categories: problems for which sufficient effort is currently being devoted, problems not currently attracting enough attention but where some activities are expected soon, and problems where positive action is necessary.

N76-23283# Advisory Group for Aerospace Research and Development, Paria (France).

RANGE INSTRUMENTATION, WEAPONS SYSTEMS TESTING AND RELATED TECHNIQUES

Feb. 1978-382 p. refs. Partly in ENGLISH and FRENCH (AGARD-AG-219; AGARDograph-219; ISBN-92-835-0157-8) Avail: NTIS HC \$10.50

Papers are presented which deal with test range instrumentation techniques and systems, test range facilities and requirements. Capabilities, proposed facility improvements, and techniques which have been developed for solving particularly significant problems as well as continuing critical problems are described. Emphasis is placed on weapons systems testing. For individual titles, see N76-23284 through N76-23303.

N76-23284 Radio Corp. of America, Moorestown, N.J. Missile end Surface Rader Div.

THE EVOLUTION OF TEST RANGES AND THE CHANGING REQUIREMENTS THEY SERVE, AN OVERVIEW Victor W. Hammond and John W. Bornholdt In AGARD Range

Instrumentation, Weapons Systems Testing and Related Techniques Feb. 1976 10 p (For availability see N76-23283 14-09)

The why of test ranges in general is examined along with the trends in test support requirements that have and are continuing to evolve Range Metric Instrumentation Systems. Historical trends in requirements are discussed and compared with the systems and techniques that have evolved over the period considered; that are available and in use; available but not being exploited; and unavailable but readily within the grasp of modern technology. A postulation of tomorrow's test range based on a brief analysis of technology, and the realities of problems-such as inflation, encrosoftment, and others, is

N76-23265 BDM Corp., Albuquerque, N.Mex. STANDARD PROCEDURES/MEASURES OF EFFECTIVE-NESS FOR AIR FORCE OPERATIONAL TEST AND EVALUA-TION (CONSTANT IMPROVEMENT TASK 2)

R. B. Buchanan, J. W. Dyche, W. H. Norris, George Lutr, David P. Vanaradale, John I. Keener, Donald E. Simon (RCA, Moorestown, N. J.), Milton Heinberg (RCA, Moorestown, N. J.), George Havermahl (RCA, Moorestown, N. J.), John T. Nopanen (RCA, Moorestown, N. J.) John T. Nopanen (RCA, Moorestown, N. J.) et al. In AGAHD. Range Instrumentation, Weapons Systems Testing and Related Techniques. Feb. 1978. 12 p. refs (For evallability see N76-23283 14-09)

The broad aspects of operational test and evaluation (OT and E) are reviewed. Certain areas are expanded to illustrate direct application of the principles of standardization for OT and Author

N76-23286 White Sanda Missile Range, N.Mex. DISTANT OBJECT ATTITUDE MEASUREMENT SYSTEM

In AGARD Range Instrumentation, Weapons Systems Testing and Related Techniques Feb. 1976 15 p refs (For availability see N70-23283 14-09)

A brief history of the development of design criteria for tracking telescopes, including the Distant Object Attitude Measurement System (DOAMS), is presented. Missile attitude. event, and miss-distance data requirements are developed in terms of image content. The optical system modulation transfer function (MTF) is considered to include all known sources of image degradation, i.e., atmospheric turbulence, focus error, image motion, film and optics. Correlation of image content with the MTF demonstrates a technique for the development of telescope performance parameters and their extrapolation into design and test requirements. To record high-resolution images with low

MINE TO SERVICE

distortion at high sampling rates in a desert environment involves two major design problems that are discussed—the development of an athermalized optical system that will maintain precise alignments over a wide range of temperature, and the development of mechanical structures that prevent degradation of the image by camera vibrations and high acceleration tracking rates. The dual telescope features an 1/4, 2,500-mm-focal-length objective with a 360-frame-pur second 70-mm prism camera, and an 1/8, 5,000-mm-focal-length objective with a 125 frame-par-second 70-mm pin-registered camera.

Author

N76-23287 Radio Corp of America, Moorestown, N.J. Missile and Surface Rader Div.

RADAR DETECTION AND TRACKING IN GROUND

H. D. Mitchell, M. R. Paglee, G. M. Sparks, and G. H. Stevens In AGARD. Range Instrumentation, Weapons Systems Testing and Related Techniques Feb. 1976. 20 p. refs. (For availability sin: N76-23283, 14-09).

The results are presented of a developmental progrem designed to provide automatic detection, acquestion, and tracking of high speed artillery projectiles with an existing C-band precision institution and acquisition of projectiles with a clutter-to-signal ratio of 30 db. In less than one second after firing, projectiles with a clutter-to-signal ratio of 30 db. In less than one second after firing, projectiles when to be tracked through the entire trajectory to near impact. The detection process utilized a recursive digital clutter rejection filter and an EFT processor. Tracking was accomplished using multiple pole fine-line filters in conjunction with clutter guard gates and automatic PRF switching. Preliminary test results inflicate detection and tracking of 18 of the 20 projectiles fired in the test.

N76-23288 Services Techniques de l'Arme Francaise, Arcueil Service des Equipements de Champs de Tir

THE STRADA LANDING TRAJECTOGRAPHY SYSTEM (LE SYSTEME DE TRAJECTOGRAPHIE D'ATTERRISSAGE STRADA)

Christian Giffard and Jean Pierre Marvillet In AGARD Range Instrumentation, Weapons Systems Testing and Related Techniques Feb. 1976—12 p refs in FRENCH (For availability see N76-23283-14-09)

The STHADA system was developed to accurately reconstruct and display, in near-real time, the trajectories of aircraft during approach and lending and thereby allow the development and curtification of automatic landing systems. The system utilizes modern electron optics techniques in conjunction with a real-time computer integrated with an observation system, it is based on the LIDAR laser radar system providing the aphenical coordinates from a passive optical reflector, which is the only special-purpose hardware that must be installed on the avoidft. The required performance specifications, a general description of the STRADA system a dutailed study of its various components, the data reduction techniques, and the role assigned to the computer are described Resolution of the safety problems associated with the laser system and atmospheric signal propagation was explained, as well as information on projected applications. menning, and cost optimization. Transl. by YJA

N76-23289 Edgerton, Germoshausen and Grier, Inc., Albuquerque, N Mex. Test and Evaluation Dept.

THE HITVAL PROGRAM INSTRUMENTATION

Robert L Change In AGARD Range Instrumentation, Weapons Systems Testing and Related Techniques Feb. 1976 8 p (For availability see N76-23283 14-09)

The HITVAL Program, a joint U. S. Army and Air Force test sponsored by the Director of Defense Research and Engineering (DDR&E), was conducted to determine the probability of hit by antiaccraft gun systems firing at fixed-and rotary wing alteralt. The HITVAL test was one element of a larger program to volidate and improve mathematical aircraft attrition models. The HITVAL Program tosted five gun systems and produced a large and comprehensive amprical data base from over two thousand gun aircraft engagements. These data also have possible application to problems of tactics, gun system and arew performance, and training. Instrumentation and techniques developed for the HITVAL Program contributed significantly to the state of-the-art in the measurement of gun performance parameters and represent edvances in resolution, accuracies, and data handling for these and other generic systems and for Author Author test programs.

N76-23290 Air Force Armement Lab., Eglin AFB, Fla.
AIR CRAFT/STORES COMPATIBILITY ANALYSIS AND
FLIGHT TESTING

Charles S Epstein In AGARD Range Instrumentation, Weapons Systems Testing and Related Techniques Feb. 1976 13 p refs (For availability see N76-23283 14-09)

The state-of-the-art in the field of aircraft/store compatibility testing has been expanded through new photographic, analytic, wind turinel, and computer techniques. An in-depth explanation

of the latest analysis and flight test techniques is given including the unique manarage of the wind turnel and the high speed digital computer in the preflight analysis of data, and the photo imaging technique of flight test data reduction.

Auth is

N76-23291 Messerschmitt Boulkow Gim b.H., Ottobrunn (West Germany) Unternehmensbereich Appendie OPTIMIZATION OF FREE FLIGHT MEASUREMENTS FOR MISSILES

L Stiklorus In AGARD Range Instrumentation, Weapons Systems Testing and Related Inchinques Feb 1976 50 p. refs (For evaluability sen N76-23283 14-09)

A series of parameters regarding the performance and the analysis of free flight measurements was investigated to obtain general information about their influence on the accuracy of the serodynamic stability doefficients to be determined. The findings attained are used to select these parameters in the course of further free flight tests in such a way that optimum results are achieved Three different missiles were investigated for two missiles the output data were obtained theoretically by using a digital computer program, for the third free flight measurement data were available. The analysis is based on the Newton-Raphson. method, applying the maximum-likelihood principle. For the C sub Z and C sub M coefficients expressions with terms up to the fifth power were considered. In the case of a ballistic missile during the boost phase, the variation of the stability parameter as a function of Mach number, approximated by a polynomial of second power, was determined. In addition, biases of output data and mitral values of the state variables were computed in all cours

N76-23292 Army Tost and Evaluation Command, Aburdeen Proving Ground, Md.

PROJECTILE AIRBURST AND IMPACT LOCATING SYSTEM (PAILS)

William B. Milway In AGARD Range Instrumentation, Weapons Systems leating and Related Techniques Feb. 1976 B p (For availability see N76-23283 14-09)

A system developed to solve the difficult problem of accurately seeing the location of alburets or impacts from artillory and mortar projection is described. Such solutions as accurate, electro-optics, and radar were analyzed on the basis of reliability, accuracy, cost, utility, and development potential Selected was a range only radar to enterprine system operating in the C band Subsequently, a simple prototype radar was fabricated to further explore field implementation of the concept. Field testing of the prototype is now underway with fabrication and application of the complete system to follow successful verification of risk

N76-23293 Vaga Precision Labs. Inc. Vienna, Va A TRACKING AND CONTROL SYSTEM USING PULSED TRANSMISSIONS

Haynond F. Irby. In AGARD. Hango Instrumentation, Weapons Systems Tooling and Holated Techniques. Feb. 1978. 16 p. rds (For availability sep. N78. 23283. 14-09).

Three specific versions of the pulsed tracking and control systems with the associated vahicle-bone equipment, are described. Principles of operation are discussed. Author

N78-29294 Guneral Dynamics/Electronics, San Diego, Cold RMS: A POSITION LOCATION SYSTEM FOR MODERN MILITARY WEAPONS TESTING AND EVALUATION Willard S Cushman 1/2 AGARD Hange bestramentation, Weapons

Willard S Cushman In AGARO Range Instrumentation, Weapons Systems Tushing and Related Techniques Feb. 1976—16 ; (For availability see N76-23283-14-09)

The General Dynamics Range Massurement System (RMS) which can track over one thousand targets in real time with according within two motors of true position is described.

Author

N78-23295 Motorola, Inc., Scottsdale, Anz Government Electronics Div. AN INTEGRATED TARGET CONTROL SYSTEM B. W. Bell and R. D. Smith (Naval Air Systems Command) in AGAHD Range instrumentation, Weapons Systems Testing and Related Techniques Fub. 1976 11 p (For availability see N78-23283 14-09)

The ITCS (Integrated Target Control System) which is a modern control system developed, tested, and currently in operational use by the United States Navy is described. The ITCS integrates the C3 (command control, and communications) functions into a single two-way communication link. Specifically, ITCS transh its commands to the drone, receives telemetry from the drone and provides drone position by tracking in range, azimuth, and elevation. The ITCS is also capable of simultaneous cortiol of multiple drones. The major topics are: (1) background leading to the initiation of the development program, (2) system description including the major components. (3) the employment scenario describing usage of ITCS, (4) a functional description covering partment technical details, (6) test programs successfully diamonstrating ITCS capabilities, and (6) application of ITCS to major range complexities.

N76-23296 Yumu Proving Ground, Artr PRECISION AIRCHAFT THACKING SYSTEM (PATS)

William W. Steule In AGARD Range Instrumentation, Weapons Systems Testing and Related Techniques Feb. 1978 6 p (For aveilability see N76-23283 14-09)

An operational laser tracking system for mainted afteraft is described and its operating and maintenance characteristics summanzed. Data collection and reduction techniques including calibration in roal-time and off-line are also described Laser safety considerations are addressed. An operating cost comparison is made between the leser tracker, conventional omethoddolites, and somi-automated cinetheodolites on the basis of sosts of completely reduced data. Potential future leser tracking applications are discussed with anticipated impact on instrumentation rnquiraments

N76-23297 Air Force Special Weaprins Contes, Kirtland AFB. N.Mex. Test and Evaluation Systems Program Office MINIMAL ERROR TRAJECTORIES ON LINE

Eugene J Pollock In AGAHD Range Instrumentation, Weapons Systems Tosting and Related Techniques Feb. 1976—20 p refs (For availability see N76-23283-14-09)

A technique is described for operating instrumentation in a nearly errorless tracking mode to yield correct trajectory on line This technique uses a polynomial description of the target trajectory to pradict target location and overcome time tagging and tracking errors ancountered in conventional tracking systems. A fading memory polynomial filter of depree 2 recurrently updates the trajuctory astimate from sonsor levied displacement errors Systematic errors of the instrument are identified and oliminated. improving the accuracy of the trajectory data. These errors are evaluated and the instrument calibrated from stellar observations. A highly accurate time base provides network synchronization of trajuctory determination. Typical applications as a trajuctory measuring instrument and a seitable data source for remotely operated long focal longth theodolites are noted.

N76-23298 Messenighmitt-Boelkow G.m.b.H., Mynich (West

NEAR GROUND TELLMETRY SYSTEMS

Horst Kaltsohmudt. In AGARD. Range instrumentation, Weapons Systems Teeting and Rolated Techniques. Fob. 1976. 40 p. rufs (For availability see N76-23283 14-09)

Telemotry systems which are applied in weapons test ranges are reviewed. The basic concept FM, PAM and PCM telemotry is explained including the data storing system in the ground-tation The special properties and effects of modulation concepts and of nest ground wave propagation including both and ground antonnas are described

N76-23299 Army Electronic Proving Ground, Fort Huschica. Ariz. Development Section

USE OF AUTOMATED SYSTEMS BY THE ELECYHOMAGNETIC ENVIRONMENTAL TEST FACILITY IN ELECTHOMAGNETIC COMPATIBILITY ANALYSES

Reight McCluskey In AGARD Range instrumentation, Weapons Systems Testing and Related Techniques Feb 1979 9 p. refe (For availability see N76-23283 14-09)

Automated electromagnetic compatibility testing of military communications equipment and weapons systems is conducted at the Electromagnetic Environmental Test Facility of the United

States Army Electron Proving Ground. The evolutionary progresmon of electromagnetic compatibility testing from yesterday's costly, time-consuming field-testing process to the automated. rapid test facilities of today is discussed. Tasting methodology and analytical techniques associated with tectical modeling and interference production are addressed to provide a comprehen sive delinaction of the electromagnetic compatibility assessment

N76-23300 Cable Conv., San Diego, Calif. AIR COMBAT MANEUVERING RANGE

Emilianc A. Bardshiii and George W Eston III AGARD Hange Instrumentation, Weapons Systems Testing and Itelated Techinques fob. 1978-20 p (For availability see N76 23283 14-09)

A new concept in range instrumentation for effective and measured training and analysis of fighter pilots in high performance musile compared socialt is described. The air combat meneuverno range (ACMR) instrumentation system analyzes and displays the dynamics of launch platform, missile, and target in a manner permitting adjurate recognition of envelope and development of optimized tactics. The ACMR instrumentation system provides markedly improved training effectiveness and economy. Author

N76-23301 Air Force Special Wospons Centur, Kirtland, AFB, Tost and Evaluation Systems Program Office DETERMINATION OF INSTRUMENTATION MENTS FOR USAF RANGES

June G. Brenton (Dikewood Corp., Albuquerque, N. Mex.), Lawrence J. Smith (Dikewood Curp., Albuquerque, N. Max.), Terronce G. Wheeler, Richard K. Trask, Jerald D. Miller, James J. Avitabile, and David M. Pagison (General Research Corp., Santo Berbaro, Calif.) In AGARD Hange Instrumentation. Weations Systems Testing and Related Techniques, Feb. 1976. 34 p /For availability see N76-23283 14-09)

In a program to improve the capabilities of USAF ranges. requirements for range instrumentation were determined by the runge functions that had to be performed to fulfill the needs of the range users. The ranges are used for operational training and testing. Those activities are generally conducted in the context of performing specific missions. Through analysis of the missions, the range functions that will be needed were identified. For the purpose of this analysis, generalized relation descriptions were developed to doplet representative combat and support missions of the Air Force. From these descriptions, pritoria for evaluating diffictiveness of performance during each mission phase were defined. The mission information impacting instrumentation regularments are summarized in ten matrices pertaining to safety. threat, largets, acoung, time-space-position information, command/control/communications, data, facilities/logistics, air/land space, and meteorology

N76 23302 Mortin Marietta Aprospana Orlando, Fla-MISSILE RADAR GUIDANCE LABORATORY

R. D. Monroe and P. C. Gragory. In AGARD. Range Instrumentation Weapons Systems Testing and Rolated Techniques 1976 20 p (For availability see N76-23283 14 09)

An improved radar guidance laboratory which allows simultangous infrared annulation for developing and testing point tracker radar and IR dual mode guidance systems which will be operational in the 1980's is described. These quidence systems will be tested for target acquaition, discrimination, and tracking capabilities under premisely controlled conditions in a dynamic, real-time simulated environment. The radar guidance types can by passive, semi-utive or active, covering a frequency range from 0.6 to 18.0 t.Hz. The IR guidance systems can be passive at 3 to 5 or 8 to 14 migrons. A short review of system requirements is furnished, and the major laboratory subsystems are described. with compassive on the features of the continued and translation motion systems, anachoic chamber, linear array target entenna system, radar generation system. IR target system, and computation. The principal new design features of this laboratory are the linear array target antenna system and the radar generation lo does arething reber toutably not gebiverg dailow meteys which can simulate simultaneous, independent HF sources. These sources can be surveillance, SAM, search or early warning radars, plus radar returns from illuminated targets, and types of pulsed and continuous wave ECM signals. Phonomena such as atmosphotic attenuation. Doppler shift, target cross section deviation. and glod are also simulated. Cuteria used to specify the required system performance, the reasons for criteria selection, and the

N76-23303 BDM Corp., Albuquerque, N.Mex. Role of Bimulation in Operational Test and Evaluation

C. P. Semmens, W. H. Norris, and R. B. Buchanan. In AGARD Range Instrumentation, Weapons Systems Testing and Related Techniques. Feb. 1976. 4 p. (For availability see: N76-23283 14-09).

The Of and E (Operational Test and Evaluation) process is included as an integral part of the system acquisition process, and is the recognized method of measuring and assessing the military utility, operational effectiveness, and operational suitability of proposed systems. The effective use of simulation to reduce cost of OT and E is illustrated. Proper selection, application, and use of simulations increase the productivity of the OT and E process by reducing costs, providing otherwise unattainable date, and offering more timely and valid results. The logic and techniques of simulation application are also applicable to the development process and joint NATO exercises. An example is included of the application of large scale simulation to extend the results of field testing.

N76-28213# Advisory Group for Aerospace Research and Development, Paris (France).

WIND TUNNEL DESIGN AND TESTING TECHNIQUES
Mer. 1978 488 p. refs. Proc. of the Fluid Dyn. Penel Symp.,
London, 5-8 Oct. 1975
(AGARD-CP-174) Copyright. Avail: NTIS HC \$12.50

Fluid dynamics in wind tunnel model design, testing, and interference problems for subsonic and transcnic ground test facilities are detailed. For individual titles, see N76-25214 through N76-25288

N76-25214* National Aeronautics and Space Administration. Langley Research Center, Langley Station, Vs. THE CRYOGENIC THANSONIC WIND TUNNEL FOR HIGH REYNOLDS NUMBER RESEARCH

Robert A. Kilgore, Jerry B. Adcock, and Edward J. Ray /n AGARD Wind Tunnel Design and Testing Tech. Mar. 1976 19 p. refs (For availability see N78-25213 18-09) (L-10032) CSCL 14B

Based on theoretical studies and experience with a low speed cryogenic tunnel and with the transonic cryogenic tunnel, the cryogenic wind tunnel concept has been shown to offer many advantages with respect to the atteinment of full scale Reynolds number at reasonable levels of dynamic pressure in a ground based facility. The unique modes of operation available in a pressurized cryogenic tunnel make possible for the first time the separation of Mach number, Reynolds number, and sercelastic effects.

Author

N76-25215 Royal Alteraft Establishment, Bedford (England). THE ECT DRIVE SYSTEM: A DEMONSTRATION OF ITS PRACTICABILITY AND UTILITY

P. G. Pugh, W. A. Beckett, and T. G. Gell. In AGARD. Wind Tunnel Design and Tasting Tech. Mar. 1976. 15 p. refs (For availability see: N76-28213, 16-09).

A description is given of the construction and operation of a small. ECT driven, transonic wind-tunnel. The dynamics of each essential feature of the ECT drive are considered in turn. The flow generated by an ECT drive is shown to be of very high quality. Further, via a discussion of some typical serodynamic tests that have been performed in the tunnel, it is shown that such a high flow quality is not merely a desideratum. Rather, it is an absolute necessity if many important classes of tests are ever to be successfully conducted in large wind tunnels with short running times.

Author

N76-25216 Deutsche Forschungs- und Versuchsenstalt füer Luft- und Raumfahrt, Goettingen (West Germany). Inst. füer Stroemungsmechanik.

THE LUDWIEG TUBE: A PROPOSAL FOR A HIGH REYNOLDS NUMBER TRANSONIC WIND TUNNEL

H. Ludwieg, H. Grauer-Carstensen, and W. Lorenz-Mayer In AGARO Wind tunnel Design and Testing Tech. Mar. 1975 11 p. refs (For availability see N78-25213 16-09)

After a brief review of the historical development of the Large European High Reynolds Number Tunnel (LEHRT) and Itä specifications the advantages and flexibility of a Ludwieg tube drive system are outlined. Special emphasis is given to the development of the boundary layer in the charge tube and its influence on the flow quality in the test section. The theoretical predictions of boundary layer growth are confirmed by experimental results. An improved prediction method for the turbulence in

09 RESEARCH AND SUPPORT FACILITIES (AIR)

the test section is given. Means to affect the turbulence in order to meet the LEHRT requirements are outlined. After a short review of the development of cost estimates some options are discusted which promise significant reduction in construction costs without impairing performance. These solutions are the application of prestressed concrete for large parts of the construction, lowering the stagnation temperature by an amount of approximately 50 C, and operation at cryogenic temperatures.

Author

N76-25217 Office National d'Etudes et de Rocherches Aerospotiales, Toulouse (Franco) Dept d'Aerothermodynami-

CONCEPT AND DESIGN OF AN INJECTOR DRIVEN PRESBURIZED TRANSONIC WIND TUNNEL

R. Michel, A. Mignosi, and C. Quemard. In AGARD. Wind Tunnel Design and Testing Tech. Mar. 1976. 9 p. refs. In FRENCH: ENGLISH summary (For availability see: N76-25213 ta.09).

An injector driven prossurized wind tunnel, which represents at a 1/10 the scale the project proposed by ONERA for a very high Reynolds number transonic facility, has been built. A description of this tunnel is given as well as the results obtained by studying the problems relating to the functioning of an injector driven tunnel.

N76-25218 Technion - Israel Inst. of Tech., Haifa. Dept. of Aeronautical Engineering.

INDUCTION WIND TUNNEL PERFORMANCE: TEST SECTION FLOW QUALITY AND NOISE MEASUREMENTS J. Rom, J. Braits, and A. Seginer In AGARD Wind Tunnel Design and Testing Tech. Mar. 1976 8 p. refs (For availability see N76-28213 16-09)

Flow quality measurements obtained in the 80cm x 80cm IDT are presented and discussed with particular emphasis on the noise and pressure fluctuations. Measurements of the flow uniformity in the test section, over the Mach number range of 0.4 to 1.15 obtained by the operation of a circumferential injector. are presented. Extension of the Mach number range to low aupaisonic Mach numbers is discussed. Measurements of turbulence by a hot wire system are presented showing that the turbulence level is between 0.5 to 10. The high turbulence level at the nozzle walls decays to a reasonable level at a distance of less than 5cm from the walls. Noise measurements were performed using microphones installed in various positions in the test section, injector exit and first diffuser. Model vibrations ware measured by high speed photography. The vibrations are found to depend on the natural frequency of the model sting balance system. When this frequency is in the vicinity of 20 to 30Hz, resonance vibrations are excited by the injector pressure fluctuations that are concentrated in this low frequency range. The overall flow steadiness is demonstrated by results of buffet onset measurements on a model of a delta wing simplane which correlated well with the flight test results

N76-25219 Lookheed-California Co., Burbank.
NOISE AND FLOW MANAGEMENT IN BLOWDOWN WIND
TUNNELS

Edward L Whitfield In AGARD Wind Tunnel Design and Testing Tech, Mar. 1976 7 p. refs (For availability see N76-25213

A 4-foot blowdown wind tunnel was designed to specifications oriented almost exclusively toward supersonic operation, with the result that flow quality at subsonic and transonic speeds was unduly compromised. Several recent tunnel modifications, designed to correct this deficiency, have resulted in a reduction of the test section pressure unsteadiness such that the present level compares favorably with that found in closed circuit, continuous wind tunnels. Experimental efforts with a 1/12-scale model tunnel, used for the purpose of establishing suitable modifications, are recounted. Model and full scale tun-il data indicate that a significant reduction in throttle valve induced noise levels can be obtained by breaking up the valve discharge flow into a large number of small jets. This approach yields low turbulence flow even with a pressure ratio across the valve as large as 30:1.

Author

N76-25220 Versinigts Flugtschnische Werke-Fokker G.m.b.H. Bremen (West Germany)
LOW SPEED TUNNELS WITH TANDEM TEST SECTIONS:
A CONTRIBUTION TO SOME DESIGN PROBLEMS

Bernd Eweld In AGARD Wind Tunnel Design and Testing Tach Mar 1976 14 p refs (For availability see N76-25213 16-09)

The building expenses of a low speed wind tunnel are a function of test section size and maximum speed. During the design of the tunnel a combination of both must be chosen which gives the best cost effectiveness for the proposed use of the tunnel. The main disadvantage of the tandem test section layout is its great overall length. Minimum required length of undisturbed test section flow field was derived from various test requirements and model scale considerations. Modern numerical flow held calculation methods were used to find out the test section flow field distortion induced by the main nezzle and the intermediate nozzla between the test sections. Optimum nozzle designs for uniform exit velocity induce considerable flow field distortions upstream into the settling chamber respectively into the large test section in the case of the intermediate nozzle of a tandem test section layout. This upstream distortion may be compensated to some extent by a slight expansion at the rear end of the first test section. Calculated results for this compensation are given. Another contribution to minimum overall length may be found in the design of the settling chamber. A novel design of cooled honeycomb gives the required cooling performance in combination with low drag and good flow quality. In combination with this study a wide variety of wind tunnel cooling schemos was investigated in detail; results and criteria for the final selection of the cooling system are included.

N76-25221 National Aerospace Lab., Amsterdam (Netherlands), DESIGN AND CALIBRATION OF THE 1/10TH SCALE MODEL OF THE NLR LOW SPEED WIND TUNNEL LST 8X6

J. C. A. VanDitshuizen //n AGARD Wind Tunnel Design and Testing Tech Mar 1976 14 p refs (For availability see N76-25213 16-09)

A model was built at scale 1:10 of the LST 8x6 wind tunnel to investigate the aerodynamic design features and provide additional information concerning unconventional items such as a throttle for augmentation of the circuit loss factor and a system for intermittent ventilation. The design philosophy is outlined, followed by a survey of the results of the calibration. Where possible theoretical predictions and experimentally obtained data have been compared. The results indicate that the requirements which are set for the full scale tunnel will be met.

N76-25222 Dornter-Werke G.m.b.H., Friedrichshafen (West Germany). HIGH-PERFORMANCE COMPACT WIND TUNNEL DE-BION

Ernstfried Thiel In AGARD Wind Tunnel Design and Testing Tech. Mar. 1976 6 p (For availability see N76-26213 16-09)

Optimum conception and geometry of a large low speed wind tunnel, which will be equipped with two test sections of different size in order to enlarge the operational spectrum, is discussed. For a conventional wind tunnel type with a closed circuit two possibilities lend themselves to the test section arrangement, the tendem configuration or a system of exchangeable test sections. An optimum solution with regard to construction volume, economic utilization of the installed power, and good flow quality led to the idea of the multitube multifan compact wind tunnel, a configuration in which each of the two different test section areas is linked with a corresponding number of diffuser tubes, each of which end after the first two corners in a separate fan with an adjacent diffuser.

Author

N76-25223* National Aeronautics and Space Administration Amas Research Center, Molfett Field, Calif THE RATIONALE AND DESIGN FEATURES FOR THE 40 BY 80/80 BY 120 FOOT WIND TUNNEL

K. W Mort, M W Kelly, and D H Hickey In AGARD Wind Tunnel Design and Testing Tech Mar 1976 5 p refs (For availability see N76-25213 16-09)

A substantial increase in the test capability of full scale wind tunnels is considered in order to determine the most cost effective means for providing this desired increase in test capability a series of design studies were conducted of various new facilities as well as of major modifications to the existing 40- by 80 foot wind tunnel. The most effective trade between test capability and facility cost was provided by repowering the existing 40- by 80 foot wind tunnel to increase the maximum speed from 200 knots to 300 knots and by the addition of a new 80- by 120-foot test section having a 110 knot maximum speed. The

design of the facility is described with special emphasis on the unique features, such as the drive system which absorbs nearly four times the power without an increase in noise, and the large flow diversion devices required to interface the two test sections to a single drive.

N76-25224* Calspan Corp., Buffalo, N.Y. Aerodynamic Research Dept.

EXPERIMENTS WITH A SELF-CORRECTING WIND TUN-

R. J. Videl, J. C. Erickson, Jr., and P. A. Catlin. In: AGARD Wind Tunnel Design and Testing Tech. Mair. 1976. 13 p. refs. Sponsored in part by NASA and the AF (For availability see N76-25213 16-09).

(Contract N00014-72-C-0102)

The feasibility of controlling the flow actively through the walls of a transonic, porous wall wind tunnel in order to minimize wall interference effects on a test model is demonstrated. The method is based upon measuring the components of the disturbance velocity at discrete points along an in aginary surface in the flow field within the tunnel. A mathematical formulation of the flow field exterior to the surface including the boundary condition for unconfined flow, i.e., that all disturbance vanish at infinite, is used to determine if these measured velocity components are consistent with that boundary condition. If they are not, the theory provides a better approximation to the velocity component for unconfined flow, and the flow through the tunnel walls is readjusted iteratively until the measured quantities are consistent with unconfined flow. A buef review of theoretical methods is followed by a description of the Calspan self correcting wind tunnel design and operation, calibration with and without active wall control. Typical results obtained by approximating a conventional porpus wall wind tunnel for an 0012 airfol show that active wall control largely reproduces the correct shock wave position, eliminates wall interference of lift and drag, and reduces the interference effects on pitching moment to 10%.

N76-25225 Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

ADAPTIVE WALL TRANSONIC WIND TUNNELS

Jean-Pierre Chevallier In AGARD Wind Tunnel Design and Testing Tech. Mar 1976 8 p. refs. in FRENCH, ENGLISH summary (For availability see N76-25213 16-09)

To remedy the difficulties at application of wall correction effects in high transonic flow with nonlinear phenomena, a new concept has been proposed. It consists in an active control of the perturbation component normal to the wall, based on the iterative calculation of the virtual flow in an unlimited domain outside the tunnel section. The paper deals with the principle and the application means of the new testing process, preliminary study of a pilot facility, the first results obtained in two dimensional flow, and the conclusions concerning the development of this process.

N75-25226* Southampton Univ (England) Dept of Aeronautics and Astronautics

A LOW SPEED SELF STREAMLINING WIND TUNNEL

M. J. Goodyer. In AGARD. Wind Tunnel Design and Testing Tech. Mar 1976. 'p refs. Sponsored by NASA (For availability see N76-25213.1...19).

A two dimensional test section in a low speed wind tunnel is producing flow conditions free from wall interference. The test section has flexible top and bottom walls, and rigid sidewalls from which the models are mounted spanning the tunnet. All walls are unperforated, and the firstble walls are positioned by screw jacks. To eliminate wall interference, the wind tunnel itself supplies the information required in this streamlining process. when no with the model present. Measurements taken at the flexible walls are used by the tunnel computer to check wall contours. When the static pressure distribution in the test section along a contoured flexible wall matches that computed for an imaginary flow field passing over the outside of the same contour, the wall is a streamline in an infinite flow field and the test section flow is free from wall interference. A series of iterations brings the walls from straight to streamlines. Illustrative serodynamic data is presented, taken on a bluff body and a lifting wing

N76-26227 National Aerospace Lab., Amsterdam (Netherlands) THE EFFECT OF FINITE TEST SECTION LENGTH ON WALL INTERFERENCE IN 2-D VENTILATED WIND TUNNELS

J W Sleeff and W. J. Piers In AGARD Wind Tunnel Design and Testing Tech Mar. 1976 11 p refs (For availability see N76-25213 16 09)

The effect of the ventilated wells on the flow in the wind tunnel is usually described by a so called homogeneous boundary condition. In the classical approach a linear hip cities used which is further based on the assumption that the ventilated wells are of infinite length. The classical theory has been extended to include a modification, which makes it possible to take into account the limite length of the test section, inclusion of higher order effects leading to a consistent second order theory. The results indicate that the length to height ratio of the test section is an important parameter in ventilated wall interference, model position and plenum pressure can be used to minimize wall interference effects.

N76-25228 National Aeronautical Establishment, Ottawa (Ontario).

とは、一般の情報を表するというできる。

INFLUENCE FUNCTION METHOD IN WIND TUNNEL WALL INTERFERENCE PROBLEMS

M. Mokry In AGARD Wind Tunnel Design and Testing Tech Mar. 1976 10 p. refs (For availability see N76 25213 16-09)

A new general method is described for computation of wind tunnel wall interference effects in subsonic linearized flows. The influence function, introduced as a fundamental solution satisfying the prescribed wind tunnel boundary conditions, plays the central role in the present analysis. The method is applied to subsonic flow past an airfoil between perforated walls, and compared with measurements from the 15 in. x 60 in test section of a 5 ft blowdown wind tunnel. Further examples concern a multi-component airfoil, finite cascades of blades, and the vortex sheet rollup behind a wing in a wind tunnel.

Author

N76-25229 Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

WALL CORRECTIONS FOR TRANSONIC THREE-DIMENSIONAL FLOW IN VENTILATED WIND TUNNELS Xavier Vaucheret and Jean-Charles Vayssaire (Avions Marcel Dessault) In AGARD Wind Tunnel Design and Testing Tech. Mar. 1976 18 p. refs. In FRENCH, ENGLISH summary (For availability see N76-25213 16-09)

After a brief explanation of the necessity for well corrections, two methods for calculating correction factors are then considered, the analytical method and the vortex lattice method. The expected accuracy and some practical examples demonstrate the possibilities of these two methods. The methods for defining wind tunnel ventilated walls are analyzed. The detailed method for obtaining the law to define aerodynamic permeability as a function of Mach number is thoroughly explained. Examples applied to industrial tests demonstrate the methods used. Criteria based on the confidence level which can be grated to correction permit graphs to be plotted for defining the size of wind tunnel models.

N73-25230 Aeronautical Research Inst. of Sweden, Bromma. FLOW PROPERTIES OF SLOTTED WALLS FOR TRANSONIC TEST SECTIONS

Sune B Bendt and Hans Soeronsen In AGARD Wind Tunnel Design and Testing Fech Mar 1976 11 p refs (For availability see N76-25213 16 09)

(Grant AF-AFOSR-2184-72)

A theoretical and experimental study is reported on flow through slotted walls under a variety of conditions. The ultimate objective is to make possible accurate numerical computation of transonic flows around models in slotted test sections. Considered is slot flow configuration typical of two dimensional, low lift tests at high aubsonic free stream Mach numbers. With the test section empty the slot flow is outwards, into the plenum chamber, and this remains true over a large part of the test section when the model is introduced. From oil flow plotures and pressure measurements in and around the slots it is concluded: that the slot flow is slightly influenced by the presence of the wall boundary layer, that the flow within the slot is attached and approximately inviscid although influenced by boundary layer formation, that the flow enters the plenum chamber as a thin free jet, and that the transverse velocity in the jet and slot is too large for a linear pressure drop equation to be sufficiently accurate. When the slot flow turns back over the rear and of the model it may admit stagnant air from the plenum chamber into the test section; the ability of the slot to maintain a pressure difference across the wall is then necessarily reduced. Based on these observations a tentative flow model is proposed, yielding a relationship between

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N76-25231 ARO, Inc., Arnold Air Force Station, Tenn. V. Karman Gas Dynamics Facility.

EXPERIMENTS TO ASSESS THE INFLUENCE OF CHANGES IN THE TUNNEL WALL BOUNDARY LAYER ON TRANSONIC WALL CROSSFLOW CHARACTERISTICS

R. F. Starr In AGARD Wind Tunnel Design and Testing Tech.
Mar. 1976 11 p refs Sponsored by the AF (For sveilability see N76-25213 16-09)

The equivalent porosity of the test section wall in a transonic wind tunnel with a fixed geometric porosity and verying wall boundary layer displacement thickness, has been investigated. Previous experiments have demonstrated that the boundary layer displacement thickness on the wall influences the wall crossflow characteristic Experimental data from a Ludwieg tube type of transonic tunnel are compared to data from conventional transonic tunnels in the Mach number range from 0.95 to 1,15. The displacement thickness studied is comparatively thin and represents typical values which will be encountered in future high Reynolds number transonic tunnels. Based on the change in static pressure measured on a cone cylinder model, it is shown that a factor of two variation in the tunnel wall displacement thickness results in an equivalent wall porosity change of less than one percent in the range 0.13 less than or equal to displacement thickness/d less than or equal to 0.28, where d is the wall hole diameter.

N76-28232 Royal Aircraft Establishment, Farnborough (England). Aerodynamics Dept.

THE COMPUTATION OF TRANSONIC FLOWS PAST AEROFOILS IN SOLID, POROUS OR SLOTTED WIND TUNNELS

D. Catherall In AGARD Wind Tunnel Design and Testing Tech. Mar. 1976 10 p. refs (For availability see N76-25213 16-09)

A method is described for computing two dimensional inviscid flows at transonic speeds in wind tunnels in which the transonic small perturbation equation is solved. Because of the use of coordinate transformations, which transform the infinite physical plane into a finite computing one, far field boundary conditions are relatively easy to obtain and apply. The effect of tunnel walls on the flow has been modelled by using the usual homogeneous wall boundary condition. Comparisons are made with some experimental results and the free air and tunnel versions are used to assess the sbillity of linear subsonic theory to predict tunnel interference corrections when the flow is transonic.

Autho

N76-25233 National Aerospace Lab., Amsterdam (Netherlands). TWO-DIMENSIONAL TUNNEL WALL INTERFERENCE FOR MULTI-ELEMENT AEROFOILS IN INCOMPRESSIBLE FLOW

O. DeVnes and G. J. L. Schipholt *In* AGARD Wind Tunnel Design and Testing Tech. Mar. 1976 7 p. refs (For availability see N76-2/:213 16-09)

A singularity method has been applied to calculate two dimensional tunnel wall corrections for multi-element serofolis. The calculations show, that the well known corrections due to Glauert can be applied for a single serofoli, except the pitching moment correction above 15 deg angle of attack, but that the Glauert approach fails in the case of trailing edge flap deflections. The results of the calculations agree with the strong non linear results found by De Jager and Van de Vooren for a hinge. Author

N78-25234 British Columbia Univ., Vancouver. Dept. of Mechanical Engineering.

A LOW-CORRECTION WALL CONFIGURATION FOR AIRFOIL TESTING

C. D. Williams and G. V. Parkinson. In AGARD. Wind Tunnel Design and Testing Tech. Mar. 1976. 7 p. refs (For availability see N76-25213 16-09)

The reduction of wind tunnel wall corrections in airfoil testing by a transversely slotted wall opposite the suntion side of the test airfoil, and by a solid wall opposite the pressure side, is considered. The solid elements of the slotted wall are symmetrical airfoils at zero incidence. This geometry permits the flow to assume closely the streamfline pattern for unconfined flow, without degrading the flow quality through shear layer mixing near the test airfoil. The theory uses the potential flow surface source/element method, with Kutta conditions satisfied on the test airfoil and the wall slats. In experiments using a range of sizes of airfoils of three different profiles, good agreement with the predictions of the theory has been obtained. It appears that

the pressure difference across the wall and the transverse velocity through the slots

N76-25236 Lockheed-Georgia Co., Marietta
DETERMINATION OF LOW SPEED WAKE BLOCK AGE CORRECTIONS VIA TUNNEL WALL STATIC PRESSURE MEASUREMENTS

E. Hankett and D. J. Wilsden. In AGARD. Wind Tunnel Design and Testing Tech. Mar 1976 9 p. refs (For availability see N76-25213 18-09)

A theoretical method has been defined for determining wind tunnel solid/bubble and viscous blockage from wind tunnel wall and roof pressure measurements involving lifting or non-lifting. powered or unpowered models. Three finite span line sources are used which are defined by five geometric and two flow parameters. Matching these parameters to the measured interim by an engineering solution is suggested. The method has been applied successfully to blockage calculations for a series of normal flat plates. Other experimental results, involving more typical wind tunnel models are also discussed.

N76-25236 Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Cologne (West Germany) IMPROVED DISPLACEMENT CORRECTIONS FOR BULKY MODELS AND WITH GROUND SIMULATION IN SUBSCINIC WIND TUNNELS

Gerhard Schulz In AGARD Wind Tunnel Design and Testing Tech Mar. 1976 7 p. refs (For availability see N76-25213 16-091

Wind tunnel measurements have to be corrected owing to the finite dimensions of the test section. There are several kinds of corrections, namely displacement or dynamic pressure corrections, downwash or direction corrections, and pressure gradient corrections. The numerous publications known on this subject do not state anything about the tolerable displacement up to which the corrections are still reasonable. This work presents quantitative and physically founded statements about this point. The decisive cognition is that, in the case of too large a blocking, the corrections take markedly different values for different parts of the model surface (inhomogeneity of dynamic pressure). The results may be summarized as follows. (1) big displacement has to be avoided, (2) bulky models produce in general considerably larger corrections than bodies of revolution of equal displacement, unless special cases are considered, (3) eccentric position of the model increases the corrections and the inhomogeneity, and (4) inhomogeneity cannot be corrected

N76-25237 Office National d'Etudes et de Regherches Aurospatiales, Paris (France). ACOUSTIC FLUCTUATIONS GENERATED BY THE VENTILA-

TED WALLS OF A TRANSONIC WIND TUNNEL

Xavier Vaucheret In AGARD Wind Tunnel Design and Testing Tech. Mar. 1978 10 p. refs. In FRENCH: ENGLISH summary (For availability see N76-25213 16-09)

In order to reduce the noise level due to the acoustic perturbations generated by the wall perforations in the transonic test section, a classification of the noises emitted by several ventilated panels inserted in the test section was established. For this experimentation, the horizontal perforated walls are closed with adhesive tapes covering the holes. A solution consists of glying, inside the test section a plastic gauze with small mesh on the original walls. The advantage of this solution is the conservation of the original walls. It allows reducing the noise to a level similar to that measured for solid, i.e. closed, wall.

N76-25238 Bosing Commercial Airplane Co. Seattle, Wash NACELLE-AIRFRAME INTEGRATION MODEL TESTING FOR SIMULATION AND MEASUREMENT

R Decher, W B Gillette, and D C Tageler In AGARD Wind Tunnel Design and Testing Tech Mar 1976 14 p refs (For availability see N76-25213 16-09)

Techniques necessary to achieve high accuracy in simulation and in force data for better subsonic airplane nacelle airframe integration are discussed. The selection of the appropriate nacelle simulation is covered together with experimental data obtained with flow, blown, and turbopowered nacelle models operated at wind tunnel flow conditions. The thrust calculation and the simulator calibration procedure are described. To guide test instrumentation and test procedures an error analysis is reported which shows that predicted error levels of under 1% of model simplane dreg can be achieved in the wind tunnel. Data from an isolated and an installed tost with flow, blown, and turbopowered simulator models of a high bypass engine nacelle on a four engined subspiric transport are shown to verify the validity of the test procedures.

N76-25239 British Aircraft Corp., Warton (England). Military

AIR DRIVEN EJECTOR UNITS FOR ENGINE SIMULATION IN WIND TUNNEL MODELS

R. Whitaker, A. W. Mutthews, P.G. Knott, R. Angel, and D. J. Stewart In AGARD Wind Tunnel Design and Testing Tech Mar 1976 15 p refs (For availability see N76-25213 16-09)

The air driveri ejector as a means of providing engine flow simulation is discussed. The characteristics of the ejector and its ability to simulate a wide range of engine types and flight conditions are outlined. It is shown that one dimensional theory with empirical loss factors now permits accurate performance predictions to be made. Recent experimental work has extended the scope of the empirical knowledge, demonstrated the merits of supersonic primary nozzle ejectors and improved the state of the art of ejector design. In low speed tunnel teating it has been demonstrated that for a high bypass ratio engine simulator good exit velocity profiles can be obtained and the installed performance well predicted under varying external conditions Also, correct exhaust and intake momentum coefficients can be achieved at acceptable tunnel speeds even when using relatively low drive pressures

N76-25240 Dornier-Werke G.m.b.H., Friedrichshafen (West

MEASUREMENT TECHNIQUES FOR JET INTERFERENCE EFFECTS

Jan VonDerDecken and Roland Jous In AGARD Wind Tunnel Design and Testing Tech. Mar 1976 6 p (For availability see N76-25213 18-09)

Three methods are discussed: (1) the sum of jet thrust and aerodynamic forces including jet interference is measured, (2) the jet thrust itself is not weighed, only the aerodynamic forces working on the model including jet interference are measured, and (3) the thrust vector and the aerodynamic forces are weighed separately by two balances. For all three methods an example is presented. A special problem is the correct calibration of the different jet simulation systems under as realistic conditions as possible including the effects of onset flow. For the mentioned three cases, the calibration method is discussed.

N76-25241 Dautsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Goettingen (West Germany).

INVESTIGATIONS ON A PLATE WITH UNIFORM BOUNDARY LAYER SUCTION FOR GROUND EFFECTS IN THE 3 m X 3 m LOW SPEED WIND TUNNEL OF DEVLA-

R. Wulf /// AGARD Wind Tunnel Design and Testing Tech Mar. 1976 7 p. refs (For availability see N76-25213 16-09)

A plate with uniform boundary layer suction for ground effects measurements is reported. For measurements with different model clearances the ground plate can be moved continuously through the test section. The velocity profile at various positions on the clean ground plate was measured with a total head pressure rake for different suction coefficients. A suction coefficient of C sub Q . 0.0055 is adequate to reach uniform flow with a boundary layer less than 10 mm thick. Depending on the suction coefficient, the flow in the vicinity of the plate is deflected towards the plate by an angle of C sub Q in addition ground effect measurements have been performed on a VTOL model with an engine system of two tip turbine driven fans and cascades to deflect the jet by 90 deg. In a position close to the ground there is a remarkable influence of boundary layer suction Hysteresis effects are reduced by boundary layer suction. Results from measurements with different bank angles of the ground plate are compared Author

N76-25242 Air Force Aero Propulsion Lab , Wright-Patterson

HIGH FREQUENCY GUST TUNNEL

Hermann Viets In AGARD Wind Tunnel Design and Testing Tech Mar 1976 8 p refs (For availability see N76-25213 A mechanism is proposed employing unsteady fluidically controlled flapping jets for application to the production of variable frequency gusts in wind tunnels or in ambient air. The besic mechanism is an unsteady jet based on the simple fluidic element and controlled either by an acoustic feedback line between the control ports or by a pair of rotating valves simply constructed from slotted rods. Some advantages of the proposed system are (1) capable of high frequencies: (2) low torque motors required; (3) capable of producing transverse or streamwise gusts. (4) capable of producing nonsinusoidal wave forms; (5) capable of producing programmed transverse disturbunce; (6) prencibed or random phase relationships among the various nozzles; (7) capable of producing uniform flow across the tunnel span, and (8) rotating valves are self-cooling.

N76-25243 Salford Univ. (England). Dept. of Mechanical Engineering.
DESIGN AND OPERATION OF A LOW-SPEED GUST TUNNEL

R. A. Sawyer In AGARD Wind Tunnel Design and Testing Tech. Mar. 1976 7 p. refs (For availability sue N76-25213 16-09)

The design of a low speed gust tunnel is described. The tunnel can produce sinusoidal, random or sharp edged vertical gust distributions in a horizontal airstream. The horizontal velocity range is 1.5 ms/1 to 18 ms/1 in an open jet of 0.7 m by 1.0 m cross section, and incidence variations are introduced by a linked array of air-foils across the upstream end of the open jet. The random and sinusoidal frequency range is 0 to 20 cs/1, and sharp edged guets of thickness less than 0.1 m over the first meter of the working section may be produced. Four typical experiments conducted in the gust tunnel are described. These are concerned with unsteady pressure and force measurements, oscillatory vibrations, and response to simulated atmospheric gust spectra in the fields of wings, buildings and structures. The usefulness and limitations of the gust tunnel are essessed.

Author

N76-25244 Office National d'Études et de Recherches Aerospatiales, Paris (France).
WEATHER HAZARD SIMULATION IN THE MODANE WIND TUNNELS

Guy Fasso, Guy Leglere, and Francois Charpin In AGARD Wind Tunnel Design and Testing Tech. Mar. 1976 8 p. refs. in FRENCH; ENGLISH summary (For availability see N76-25213 18-09)

Specially designed wind tunnel set-ups make it possible to simulate various weather hezards. The paper describes briefly the systems installed in the wind tunnels of Modane. [1] rain tests, at large scale and moderate speed, at \$1-MA, or at great speed and smaller scale; (2) leing tests, at full or reduced scale, at \$1-MA, on alroraft parts, on full aircraft models and on helicopter rotors; (3) and design of gust simulator. The main results obtained in the last ten years for rain and icing are presented.

Author

N76-25245 Dautsche Forschungs- und Verauchsenstelt füer Luft- und Raumfahrt, Cologne (West Germany). Inst. füer Luftstrahlantriebe.

A LABER-DUAL-FOGUS VELOCIMETER FOR WIND TUNNEL APPLICATIONS

R. School and H. B. Weyer In AGARD Wind Tunnel Design and Teating Tech. Mar. 1976 16 p. refs (For svailability see N76-25213 16-09)

The Laser Dual Focus (L2F) velocimeter measures the velocity of small particles as they are normally contained in every fluid. The basic idea is that two light beams are focused to two very small light spots in the measuring volume. Thus, the available laser power is concentrated to a very high light intensity inside the control volume. The result is that flow velocity measurements can be carried out in back scattering up to high velocities even in the proximity of surfaces normal to the optical axis. In wind tunnel applications the L2F method is well appropriated to measure the velocity field around three dimensional models. Using back scattering allows the complete optical device to be built as one compact unit. By means of the L2F method the mean velocity, the mean flow angle, and the turbulence degree of the velocity components in a plane normal to the beam axis may be determined. The paper describes in detail the optical and electronic arrangements, the test procedure, and some tests in wind tunnels and turbomachines.

N76-25246 Deutsche Forschungs- und Versuchsanstelt füer Luft- und Raumfahrt, Cologne (West Germany) inst füer Angewandte Gasdynamik

APPLICATION OF A LASER-DOPPLER-VELOCIMETER IN A TRANS AND SUPERSONIC BLOW-DOWN WIND TURNEL.

F. Maurer, J. C. Petersen, H. J. Pfeifer (ISL), and J. Haertig (ISL) In AGARD. Wind Tunnel Design and Testing Tech. Mar 1978. 8 p. refs (For availability see N76-25213 16-09)

To examine carefully the potential of a laser Doppler velocimeter for the application in trans- and supersonic blow-down wind tunnels, comparative measurements in turbulent supersonic boundary layers have been performed. Mean velocity profiles as well as turbulence distribution profiles in the wind tunnel boundary layer were measured traversing a crossed beam LDV system from free stream conditions to 0.1 mm distance to the wall. Results were compared to measurements of mean velocity profiles using a combined total pressure and temperature boundary layer probe, from which velocity informations could be derived. The agreement is mostly very good. Nevertheless there are some remaining disorepancies which are discussed. The measurements demonstrate the usefulness of the LDV instrument for transonic and supersonic wind tunnel application, the more so as its potential is still developing.

N76-28247 ARO, inc., Arnold Air Force Station, Tenn.
INTERFEROMETRIC MEASUREMENT OF MODEL DEFORMATION

Ronald A. Belz, Winfried H. Goethert, and Bruce W. Somar In AGARD Wind Tunnel Design and Teating Tech. Mar. 1976 7 p. refs. Sponsored by the AF (For availability see N76-25213 18-09)

Laser interferometry is proposed for measuring model orientation and deformation in a high Reynolds number wind tunnel. A multiple beam optical system and signal processing electronic systems are described which measure relative and absolute model motion (displacement and velocity) normal to the illumination wavefront. The method of determining rotation from the relative linear displacement measurements of two retroreflectors mounted flush with the surface is described and examples of reflector placement for model attitude and deformation are presented. The results of preliminary experiments using a two beam optical system are described to illustrate the measuring capabilities of this electro-optical instrument under isboratory conditions. Finally, errors associated with changes in the sir density from no flow to full flow tunnel conditions and density fluctuations during the test are briefly discussed.

Author

N76-25248 General Dynamics Corp., San Diego, Calif. Convair Div.

MODEL SYSTEMS AND THEIR IMPLICATIONS IN THE OPERATION OF PRESEURIZED WIND TUNNELS

Stanley A. Griffin In AGARD Wind Tunnel Design and Testing Tech. Mar. 1976 13 p refs (For evailability see N76-25213 18-09)

The fessibility of designing multi-piece flow through models for high Reynolds number transonic wind tunnels is considered Six component, high capacity balances are investigated, and a comparison is made of model aeroelastic characteristics in a pressurized tunnel in reference to the seroelastic nature of the flight vehicle. Methods of matching model/airplane deformation are shown, together with a system for measuring model deformation in a wind tunnel. Selected configurations are reviewed with respect to model loads, distortions, and stress, and a summary of recommended fabrication materials is presented. Cost comparisons are made between models for testing in proposed high Reynolds number transonic wind tunnels and present day transonic wind tunnels. The study concludes that models and strain gaged balances capable of running in these facilities can be designed and fabricated at a reasonable cost with present techniques. The study also indicates that options are available to produce close similarity of the model/airplane wing deformation over a broad range of operating conditions.

N76-25249 Domier-Werks G.m.b.H., Friedrichshafen (West Germany).

DESIGN AND CONSTRUCTION OF THE ALPHA JET FLUTTER MODEL

Peter Esch and Theo Windeck In AGARD Wind Tunnel Design and Testing Tech. Mar. 1976 9 p refs (For availability see N76-25213 16-09)

In order to prove flutter safety for the Alpha jet, a flutter model (scale 1.8) was designed and constructed for experimental

investigations in the transonic wind tunnel. For each component of the aircraft an adequate structural solution had to be found in order to fulfill the correct stiffness distribution. The construction was carried out using advanced techniques, e.g. electron beam welding, chemical milling and bonding. The static vibration tests of the complete model were in good agreement with the corresponding test results of the original aircraft. Ahead of the main tests, preliminary tests with the wing and tell isolated were performed in a blowdown wind tunnel for the tests with the complete model a rigid wire suspension was used. In the course of one year several configurations with and without external stores were investigated. The experimental results agreed reasonably with the theoretical calculations

N76-25250* Virginia Univ . Charlottesville Dept of Engineering Science and Systems

MAGNETIC SUSPENSION TECHNIQUES FOR LARGE SCALE AERODYNAMIC TESTING

Ricardo N. Zapata /n AGARD Wind Tunnel Design and Testing Tech Mar 1976 14 p refs (For availability see N76-25213

(Grant NaG-1010)

The potential utility of magnetic suspension techniques is discussed in the context of current efforts towards realistic aerodynamic simulation in wind tunnels. Design parameters are defined and problems of constructing large size facilities identified A three stage strategy towards realizing a truly large scale magnetic suspension and balance with full research capability is outlined Stage one, consisting of building and testing a prototype superconductor coil system to establish the feasibility of the concept has been completed successfully and its principal results are briefly described. This proven feasibility of using superconduc-

tors for magnetic suspensions, together with the successful demonstration of the cryogenic wind tunnel concept, appear to have opened the way to clean tunnel, high-Re acrodynamic testing Results of a comparative analysis of scaling of several contechnologies for a specific magnetic suspension configuration. from the prototype size to a size computible with the projected high Reynolds number cryogenic wind tunnel facility, are discussed In some detail

N76-25251 Von Karman Inst. for Fluid Dynamics, Rhode Saint

INTERFERENCE PROBLEMS IN V/STOL TESTING AT LOW SPEEDR

Mario Carbonaro In AGARD Wind Tunnel Design and Testing Tech Mar 1976 21 p refs (For availability see N76 25213 16-091

When testing V/STOL models at low speeds several problems arise, in connection with the sharp downward deflection of the wake originating from the highly loaded lifting systems. It is the purpose of this paper to define the various problems and to summarize and compare the obtained results. First, the inclined wake may impinge on the wind tunnel floor and cause a breakdown in the wind tunnel flow uniformity. The testing limitations associated with the occurrence of such phenomenon are discussed for the different cases of a rotor, a jet flap wing, or a single or multiple lifting jet configuration. Wind tunnel boundary corrections account for the real behavior of the wake and an upper limit of their validity has to be assessed. The various existing theores of wall corrections which take into account the deflection and eventually the curvature of the wake are summarized in the various cases of closed onen or ventilated first sections, and comparisons with existing experimental data are made. The limits proposed in the literature for the validity of wall corrections are discussed

N76-25252 Westland Helicopters Ltd., Yeovil (England) Aerodynamics Research Dept

THE REMOVAL OF WIND TUNNEL PANELS TO PREVENT FLOW BREAKDOWN AT LOW SPEEDS

R E Hansford In AGARD Wind Tunnel Design and Testing Tech Mar 1976 8 p. refs (For availability see N76-25213

A model rotor was tested at low speed in a wind tunnel to study the problem of flow breakdown. This condition arises from the wake impingement on tunnel floor and wall panels to induce a recirculatory flow upstream. The phenomenon was first reproduced in the closed tunnel for various disc loadings and limiting operating conditions were established. Panels were then selectively removed and it was subsequently shown that it was possible to obtain a representative tunnel flow free from recirculatory interference, at lower advance ratios compared to closed tunnel operation. By cateful venting of a working section it is concluded that a substantial increase in maximum allowable downwash angle can be obtained

N76-25253 Hawker Siddeley Aviation Ltd., Hathold (England). Wind Tunnel Dept

VETOL WIND TUNNEL MODEL TESTING: AN EXPERIMEN-TAL ABSESSMENT OF FLOW BREAKDOWN USING A MULTIPLE FAN MODEL

M. J. Cell. In AGARD. Wind Tunnel Design and Testing Tech. Mar. 1976 8 p. refs (For availability see N76 25213 16 09)

Tests have been made with a multilan VSIOL model in two different sized closed test section wind tinnels to investigate the problem of tunnel flow breakdown. The boundary condition of incipient stagnation where the high energy let exhaust first penetrates the tunnel wall boundary layer has been identified for a range of model conditions. Correlation of results in both tunnels and with other work is good and the technique of establishing a flow breakdown boundary by investigating the behavior of the floor vortex, formed by the interaction of the model jet efflux and the tunnel mainstream flow, has been used successfully for a multifan configuration. In addition model forces and moments are recorded in an attempt to estimate minimum testing conditions and to indicate the magnitude of wall constraint effect. Direct companisons are made of longitudinal forces and moments using results from both wind tunnels and a sample of results are presented

N78-25284 Airgraft Research Association Ltd., Bedford (England) FURTHER EVIDENCE AND THOUGHTS ON SCALE EFFECTS AT HIGH SUBSONIC SPEEDS A. B. Haines In AGARD Wind Tunnel Design and Testing

Tech. Mar. 1976 12 p refs (For availability see N76-25213 16-09)

Recent evidence from tests at high subsonic speeds in existing tunnel facilities are reviewed to illustrate the difficulties in extrapolating the data to full scale. The uncertainties can be considerable even for wings currently being developed; the report stresses that these uncertainties affect not only the flow separation characteristics but also the drag in conditions where the flow is attached. None of the evidence detracts from the arguments which lead to the conclusion that there is a need in Europe for a new large pressurized transonic tunnel; but comments are also made as to whether the new theoretical tools, flight tests, further experimental research in existing facilities and modified experimental techniques could be partly used to offset the lack of such a facility in the next decade Author

N76-25255 Tennessee Univ. Spane Inst., Tullahoma. ON TRANSONIC HIGH REYNOLDS NUMBER FLOW SEPARATION WITH SEVERE UPSTREAM DISTURBANCE

J. M. Wu, C. H. Chen, G. M. Elfstrom, L. Shen, and T. H. Moulden. In AGARD. Wind Tunnel Design and Testing Tech. Mar. 1976. 10 p. refs. (For availability see N76-25213 16-09). (Contract F40600-74-C-0009)

Experimental studies on turbulent boundary layer separation were conducted at subsonic and lower transonic free stream conditions. The models used in these studies were shallow cavities of different depth to length ratio. The reattachment and relaxation of the flow over the back step and the subsequent re-separation at the forward facing step have been studied in detail. Emphasis In this paper is placed upon the surface pressure distributions and their relation to the flow relaxation process. The interaction between the separated wake and the main flow is also discussed. Author

N76-25256 National Aerospace Lab., Amsterdam (Netherlands) THE CHARACTER OF FLOW UNSTEADINESS AND ITS INFLUENCE ON STEADY STATE TRANSONIC WIND TUNNEL MEASUREMENTS

R. Ross and P. B. Rohne In AGARD Wind Tunnel Design and Testing Tech. Mer. 1976 7 p. refs (For availability see N78-25213 16-09)

Flow unsteadiness in wind tunnels has been separated into three modes. free stream turbulence convected by the flow, sound wave type disturbances travelling with the speed of sound with respect to the flow, and temperature spottiness convected with the flow. It was found, using the hot wire technique and microphones, that sound wave type disturbances are the most important type of unsteadiness in some transonic tunnels. Tests carried out on a supergritical sirfoil with noise levels of 0.35%

and 0.6% did not change trailing edge and shock induced separation. The additional noise caused transition to occur more forward by about 4% of the chord

Author

N76-25257° National Aeronautics and Space Administration Ames Research Center, Moffett Field, Calif

FLUID DYNAMIC RESEARCH AT NASA-AMES RESEARCH CENTER RELATED TO TRANSONIC WIND TUNNEL DESIGN AND TESTING TECHNIQUES

Lado Muhistein, Jr and Frank Steinle, Jr In AGARD Wind Tunnel Design and Testing Tech Mar 1976 8 p refs (For availability see N76-25213 16-09) CSCL 20D

Fluid dynamic research with the objective of developing new and improved technology in both test facility concepts and test techniques is being reported. A summary of efforts and results thus far obtained in four areas is presented. The four area are (1) the use of heavy gases to obtain high Reynolds numbers at transonic speeds. (2) high Reynolds number tests of the C-141A wing configuration; (3) performance and flow quality of the pilot injector driven wind tunnel; and (4) integration time required to extract accurate static and dynamic data from tests in transonic wind tunnels. Some of the principal conclusions relative to each of the four areas are: (1) Initial attempts to apply analytical corrections to test results using gases with gamma other than 1.4 to simulate conditions in air show promise but need significant improvement; (2) for the C-141A configuration, no Reynolds number less than the full scale flight value provides an accurate simulation of the full scale flow; (3) high ratios of tunnel mass flow rate to injection mass flow rate and high flow quality can be obtained in an injector driven transonic wind tunnel; and (4) integration times of 0.5 to 1.0 sec may be required for static force and pressure tests, respectively, at some transonic test conditions in order to obtain the required data accuracy. Author

N76-25256 National Aeronautical Establishment, Ottawa (Ontario).

HIGH PITCH RATES FOR USE IN SHORT DURATION WIND TUNNELS

E. Atraphji and J. R. Digney *In* AGARD Wind Tunnel Design and Testing Tech. Mar. 1976 10 p. refs (For availability see N76-28213 16-09)

The demand for high Reynolds numbers is being met at some existing pressurized blowdown wind tunnel facilities at the expense of reduced run time. One possible way of maintaining economical utilization of these short duration tunnels is to program the model for faster pitch rates. The influence of high pitch rates on the mean force, moment and pressure data measured on a typical sting mounted model at subsonic Mach numbers of 0.3 and 0.75 was studied. Results show that there is virtually no affect on these measurements at pitch rates as high as lifteen deg/sec.

Author

N76-25259 Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Brunswick (West Germany).
SYSTEMATICAL INVESTIGATIONS OF THE INFLUENCE OF WIND TUNNEL TURBULENCE ON THE RESULTS OF MODEL

FORCE-MEASUREMENTS
H. Otto In AGARD Wind Tunnel Design and Testing Tech.
Mar 1976 9 p. refs (For availability see N75-25213 16-09)

The influence of wind tunnel turbulence especially on the maximum lift of aircraft models, has been studied by systematical investigations in five low speed wind tunnels. In each wind tunnel, the free stream turbulence was altered by two different grids which could be fixed at the nozzle exit. The test program included hot wire and sphere measurements to determine the free stream turbulence as well as force measurements on wind body models with different flep deflection angles. The results show that the maximum lift coefficient is not simply a function of the effective Reynolds number but depends also on the scale of the turbulence grid. This correlation is approximated by a simple formula.

Author

N76-25266# Advisory Group for Aerospace Research and Development, Paris (France)
FLIGHT/GROUND TESTING FACILITIES CORRELATION
Apr. 1975 417 p refs Presented at 45th Meeting of the Flight Meeth Panel, Valloire, France, 9-13 Jun. 1975
(AGARD-CP-187, ISBN-92-835-0183-2) Avail NTIS

The Symposium was organized around three subject areas (1) correlation of basic wind tunnel techniques, (2) flight test

HC \$11.00

techniques for correlation, and (3) wind tunnel/flight correlation. Papers were presented which treated spooific studies designed to compare various two and three dimensional wind tunnel facilities, wind tunnel facilities, designed to provide better Reynolds number matches with full scalo, and techniques used to contain wall effects, measure dynamic characteristics and study noise. The state of the art with regard to parameter identification was summarized and the proceedings of the AGARD Flight Mechanics Panel Specialists' Meeting were reviewed. Also treated were methods of measuring scrodynamic characteristics, in flight, of wings, rotors, and special aircraft configured for the acquisition of data not normally available from flight tests. Correlation experience for a broad spectrum of aircraft types was reported it was suggested that good correlation can be obtained if enough attention is given to ground tests. For individual titles, see N76-25267 through N76-25303.

N78-28267 Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

COMPARATIVE TWO AND THREE DIMENSIONAL TRAN-SONIC TESTING IN VARIOUS TUNNELS

Xavier Vaucheret and Maurice Bazin In AGARD Flight/Ground Testing Fac. Correlation Apr. 1976 14 p refs in FRENCH; ENGLISH summary (For availability see N76-25266 15-09)

Testing conditions at transonic speeds and the validity of the data obtained in various wind tunnels were studied. In two dimensional flow, two models of NACA 0012 and supercritical profiles were tested in ONERA S3 Modens and NAE 15x60 in. tunnels for Reynolds number 4 to 40 million, from Mach 0.3 to 0.9. Three homothetical profiles of NACA 0012 were also tested. Wind tunnel wall interferences were studied and recommendations on relative dimensions of models to test sections were made. In three dimensional flow, four homothetical models of a typical transport aircraft were tested in twelve transporic tunnels used for tests in various countries. The data were compared in a broad range of Raynolds number (0.3 to 7 million) between Mach number 0.7 and 0.96. Discrepancies can be reduced with corrections due to the free tunnel and wall interference. The effect of tripping the transition by grits was also analyzed, and comparisons were made with an axisymmetric body near Mach 1.

N76-28268 Aeronautical Research Inst. of Swaden, Bromma COMMENT ON RESULTS OBTAINED WITH THREE ONERA AIRPLANE CALIBRATION MODELS IN FFA TRANSONIC WITHOUTH TUNNELS

S. E. Gudmundson and S. E. Nyberg. In AGARD. Flight/Ground Testing Fac. Correlation. Apr. 1976. 7 p. refs. (For availability see. N78-25266.16-09)

Some test results are presented from three-component measurements for three of the ONERA Airplans Calibration Models (designated M1, M2, M3). The tests were performed in the FFA transonic wind tunnels HT, S4 and TVM 500 in the Mach number range 0.7 to 0.96 and at Reynolds numbers, based on the mean chord of the wing, in the range 0.2 to 1.0 million Comparisons are made for small angles of attack with results obtained with a small model (M1) in a large wind tunnel (ONERA S2MA in Modane). The agreement between the different tunnels is fairly good when the Reynolds number is the same. The Reynolds number effects are relatively large especially on the pitching moment in the lower Reynolds number range, which might mask some wind tunnel interference offects.

N76-25269* National Aeronautics and Space Administration Langley Research Center, Langley Station, VareCENT PROGRESS ON NEW FACILITIES AT THE NASA LANGLEY RESEARCH CENTER

R A Kilgore and R E Kuhn In AGARD Flight/Ground Testing Fac Correlation Apr 1976 16 p refs (For availability see N76-25265 16 09) CSCL 148

A new fan-driven high Reynolds number transpinic cryogenic tunnel the National Transpinic Facility is being planned for the United States. This tunnel will provide an order of magnitude increase in Reynolds number capability over existing tunnels. Theoretical studies and experience with the Langley 1/3 Meter Transpinic Cryogenic Tunnel indicate that the cryogenic concept allows the attainment of full-scale Reynolds number at reasonable levels of dynamic pressure. The unique modes of operation which are available only in a cryogenic funnel make possible the separation of Mach number, Reynolds number possible the separation of Mach number, Reynolds number, and aeroelastic effects. By reducing the drive power requirements to a level

where a conventional fan drive system may be used, the cryogenic concept makes possible a tunnel with high productivity and run times sufficiently long to allow for all types of tests at reduced capital costs and, reduced total energy consumption

N76-28270 ARO, Inc. Ampld Air Force Station, Tonin SPECIAL WIND TUNNEL TEST TECHNIQUES USED AT AEDG

T. W. Binion, Jr. In AGARD Flight/Ground Testing Fac. Correlation Apr. 1976 13 p. refs (For availability see N76-25266-16-09) (Contract F40600 75 C 0001)

In recent years requirements have developed to investigate (1) captive loadings and trajectories of external stores, (2) maneuver and departure characteristics of aircraft and (3) static stability characteristics of missiles at angles of attack up to 180 day. Test techniques in use and being developed to satisfy these requirements are discussed

N76-26271° ARO, Inc., Arnold Air Force Station, Tenn
PREPARED COMMENT ON THE CONE TRANSITION
REYNOLDS NUMBER DATA CORRELATION STUDY N. S. Dougherty, Jr. In AGARD Flight/Ground Testing Fac Correlation Apr. 1976 7 p. Sponsored in part by NASA (For availability see: N76-25266-16-09)

A sharp, smooth, 10-deg included angle cone was tested on twenty-one major wind tunnels of the United States and Western Europe to obtain correlation data on the effect of acoustic disturbances in wind tunnel flow on boundary layer transition Reynolds number. The cone is planned to be flight tested in order to obtain a basis of reference for the wind tunnel data over a nominal range of Mach numbers from 0.4 to approximately 2.0. Wind tunnel data obtained over a Mach number range from 0.2 to 4.6 are broadly characterized according to wind tunnel test section geometry and, in turn, to the types of acoustic disturbances associated with the geometry

N76-25272 National Aerospace Lab , Amsterdam (Netherlands) THE PROPOSED LANGE EUROPEAN HIGH-REYNOLDS-NUMBER TRANSONIC WIND TUNNEL (LEHRT)

J. P. Hartzulker. In AGARD. Flight/Ground Testing Fac. Correlation Apr. 1976 11 p. refs (For availability see N76-25268 16-09)

This presentation sketches the background and the presentday activities in connection with the proposed European high Reynolds number transonic facility LEHRT, which could be operational around 1982 Author

N76-25273 ARO, Inc., Arnold Air Force Station, Tenn. COMMENTS ON WALL INTERFERENCE-CONTROL AND

M. Pindzola, T. W. Binion, Jr., and J. P. Chevallier (Office Nat) d'Etudes et de Recherches Aerospatiales, Paris) in AGARD Flight/Ground Tusting Fac. Correlation Apr. 1978 5 p. refs. (For availability see N76-25266 16-09)

A brief synopsis of meetings on the Design of Transonic Working Sections held under the auspices of the AGARD MiniLaWs Working Group of the Fluid Dynamics Panel is mented

N76-25274 Aeronautical Research Inst. of Sweden, Bromma SOME RESULTS FROM AN INVESTIGATION OF THE SLOT FLOW IN A TRANSONIC SLOTTED TEST SECTION WALL, PREPARED COMMENT

S.E Nyberg In AGARD Flight/Ground Testing Fac Correlation Apr 1976 4 p refs (For evailability see N75-25266 16-09)

Some important features of alot flow were revealed by two-dimensional tests with a 6% thick circular arc profile in the FFA wind tunnel S3. Stagnation pressure in the slot, static pressure on the slat and a tentative flow model are presented deriving from tests at Mach number 0 903. Author

N76-25275 Messerschmitt-Boelkow-Blohm G.m.b.H., Munich

DYNAMIC SIMULATION IN WIND TUNNELS, PART 1 H Hoenlinger and O Sensburg In AGARD Flight/Ground Testing

Fac Correlation Apr 1976 27 p refs (For availability see N76-25266 16-09)

Dynamic simulation techniques and wind tunnels used to investigate flutter characteristics and flutter suppression techniques are described. Two cases where active flutter suppression was successfully applied are demonstrated. One case deals with the flutter of a wing with a store and the other with an ampennage flutter case Author

N76-25276* National Aeronautics and Space Administration Langley Research Center, Langley Station, Va COMPARISONS OF FLIGHT MEASUREMENTS WITH

PREDICTIONS FROM AEROELASTIC MODELS IN THE NASA LANGLEY TRANSONIC DYNAMICS TUNNEL

Wilmer H Reed, III In AGARD Flight/Ground Testing Fac Correlation Apr 1976 9 p refs (For availability see N76-25266 16-09)

CSCL D1A

The NASA Langley Transonic Dynamics Tunnel, which has a variable density Freon-12 (or air) test medium, was designed for the study of dynamics and aeroelastic problems of serospace vehicles. During the 15 years of operation of this facility there have been various opportunities to compare wind tunnel and flight test results. Some of these opportunities arise from routine flight checks of the prototype, others from carefully designed comparative wind tunnel and flight experiments. Data obtained from various sources is presented. The topics covered are: gust and buffet response, control surface effectiveness, flutter, and active control of seroelastic effects. Some benefits and shortcomings of Freon-12 as a test medium are also discussed. Although areas of uncertainly are evident and there is a continuing need for improvements in model simulation and testing techniques. the results indicate that predictions from aeroelastic model tests are, in general, substantiated by full scale flight tests

N76-25277 National Aerospace Lab , Amsterdam (Netherlands) COMMENTS ON MEASURING TECHNIQUES FOR UN-STEADY DERIVATIVES

J. W. C. VanNumen. In AGARD. Flight/Ground Testing Fac. Correlation. Apr. 1976. 6 p. refs (For availability see N76-25266

In addition to the measuring procedures through which overall forces and moments are determined, the technique of measuring unsteady pressure distributions is discussed from such data. overall derivatives can be obtained by subsequent integration of the locally measured unsteady pressures

N76-25278 Royal Alloraft Establishment, Famborough (England) Aerodynamics Dept

SOME AEROELASTIC DISTORTION EFFECTS ON AIR-CRAFT AND WIND TUNNEL MODELS

G F Moss and D Pieros /n AGARD Flight/Ground Testing Fac Correlation Apr 1976 11 p refs (For availability see N76-25266 16-091

Aspects of the aeroelastic distortion of wings in flight and in the tunnel are disnussed. The effects of such distortion could be of prime importance when correlating flight and wind tunnel data, particularly when supercritical flows are present which tend to be comparatively sensitive to small geometric changes. It is suggested, that as transonic facilities operating at higher stagnation pressures come into more general use as a means of achieving higher Reynolds numbers, better means of making allowances for the aeroelastic distortion of wind tunnel models. will be necessary in flight the full benefits of advanced-wing technology will probably be achieved if similar improvements can be made to the techniques used by the aircraft designer. In the long term, methods need to be found to control and use aeroelastic distortion to enhance aerodynamic performance in flight. Reference is made experimental and theoretical data obtained with respect to these problems

N75-25279 United Technologies Research Center, East Hartford.

DEVELOPMENT OF THE UNITED TECHNOLOGIES RE-SEARCH CENTER ACQUSTIC RESEARCH TUNNEL AND ASSOCIATED TEST TECHNIQUES

William M. Folsy and Robert W. Paterson. In AGARD. Flight/ Ground Testing Fac Correlation Apr 1976 10 p refs (For availability see N76-25266 16-09)

Design and development of an acoustic research tunnel is described its operating experience is discussed relative to the design of new acoustic test facilities. Experimental noise research programs conducted in the tunnel are described with attention given to the correlation of model studies with full-scale engine and helicopter rotor noise

N76-25280 Societe Nationale d'Etude et de Construction de Moteurs d'Aviation, Villaroche (France)
CURRENT RESEARCH ON THE SIMULATION OF FLIGHT
EFFECTS ON THE NOISE RADIATION OF AIRCRAFT ENGINES

Jean-Michael Fitremann and Mariano Perulli (Office Natl. d'Etudes

et de Recherches Aerospatiales, Paris) In AGARD Flight/Ground Testing Fac Correlation Apr. 1976 3 p. In FRENCH, ENGLISH summary (For availability see N76-25286 18-09)

Design problems related to the development of an anechoic wind tunnel in France were described Typical results were presented, dealing with fundamental research on refraction, scattering and diffusion studies with the following goals (1) to define an accurate method of transposing noise measurements made in an anechoic wind turinel to real flight conditions, and (2) to understand the possibilities of full scale silencers from Author model tests analysis

N76-25281 Royal Aircraft Establishment, Famborough (England) Aerodynamics Dept

PROBLEMS OF NOISE TESTING IN GROUND-BASED FACILITIES WITH FORWARD-SPEED SIMULATION John Williams in AGARD Flight/Ground Testing Fac. Correlation Apr 1976 14 p refs (For availability see N76-25266 16-09)

An overview of the design and operational problems associated with ground-based facilities for performing noise experiments with forward-speed simulation was presented. Various facilities were described it was concluded that it is unlikely that one type of facility will be able to cater effectively for the whole range of simulated flight aero-anoustic measurements needed in aircraft noise R and D studies, towards the evolution of quieter military and civil aircraft without operational or economic penalties. Modified wind-tunnel type facilities are seen as providing the best approach for noise-model research work. The role of aircraft flight experiments was described, with the application of carefully controlled flight experiments using research-oriented modifications of small aircraft. The functions of large low-speed tunnels in noise testing was described, in relation to the development and exploitation of small acoustic tunnels. Author

N76-25282 Deutsche Forschungs- und Versuchsanstalt führ tuft- und Raumfahrt, Brunswick (West Germany) STATUS OF METHODS FOR AIRCRAFT STATE AND PARAMETER IDENTIFICATION

P. G. Hamel In AGARD Flight/Ground Testing Fac Correlation Apr 1976 16 p refs (For availability see N76-25266 16-09)

The report of a meeting on aircraft system identification for flight test engineers and pilots, handling qualities and simulation experts, and aircraft and control system designers, was presented It was shown that in recent years several identification procedures have evolved for obtaining aircraft parameters from inflight measurements. These approaches have been shown to have good success for conventional (winged) aircraft and have become practical to apply. The parameter identification problem becomes a much more complicated task for large and slender body aircraft where the elastic deformations at high dynamic pressure can no longer be neglected. For helicopters, simplifying assumptions are also, in general, considerably more difficult due to the strong coupling of the rigid body degrees-of-freedom, because of the different flexible motions introduced by the rotor blades, and because of the shortness of the test period which can be recorded due to the inherent instability of these vehicles

N76-25283* National Aeronautics and Space Administration Ames Research Center, Moffett Field, Calif PERSIRTENCE AND DECAY OF WAKE VORTICITY
Leonard Roberts In AGARD Flight/Ground Testing Fac Correlation Apr. 1976 10 p (For availability see N76 25266 16.091 CSCL 01A

Some recent research relating to the nature of the lift induced vortex wakes behind large strotaft was reviewed and the scaling laws that permit a comparison of results from ground facilities with those from flight test were provided. The maximum rotational velocities in the wake are shown to depend on a span loading shape parameter and on a characteristic length of persistence behind the aircraft. The effects of Reynolds number are also

N76-25284 Royal Aircraft Establishment, Bedford (England)
FLIGHT MEASUREMENTS OF HELICOPTER ROTOR
AEROFOIL CHARACTERISTICS AND SOME COMPARISONS WITH TWO-DIMENSIONAL WIND TUNNEL RE-BULTS

P. Brotherhood In AGARD Flight/Ground Testing Fac Correlation Apr. 1976 15 p. refs (For availability see N76-25266 16-09)

RESEARCH AND SUPPORT FACILITIES (AIR)

The performance of airfoil sections designed specifically for helicopter rotor blades was investigated. These effect a better compromise of performance characteristics in the widely varying conditions of incidence and Mach number in which they operate A technique of section comparison using appropriate airful fairings or 'gloves', each on opposing blades of a helicopter rotor, has been developed. In this way the helicopter is used as a test vehicle with the rotor providing the necessary environment for the airfoil tests. Results obtained in flight are compared with those from wind tunnel tests. The adverse effects of leading edge roughness, simulating erosion, have also been investigated

N76-26285 Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Brunswick (West Germany) SOME INFORMAL COMMENTS ABOUT THE RESEARCH AIRCRAFT IN THE DEVLE

Hans-L. Mayer In AGARD Flight/Ground Testing Fac Correlation Apr. 1976 3 p (For availability see N76-25266 16-09)

An informal comment about the research aircraft of the DFVLR and some flight test systems was presented. The objective is to present an overview about the flight research activities at the DFVLR. The flight research activities of the DFVLR are concentrated at the Oberpfaffenhofen and Braunschweig research centers. Oberpfaffenhofen conducts activities in the field of electronics and physics of the atmosphere while Braunschweig is mainly concerned with flight machanics and guidance and control Presently, 12 aircraft are assigned at Oberpfaffenhofen and 6 at Braunschweig with which the divisions fly annually about 2,000 and 1,000 flight hours respectively. These research aircraft can be classified into the following groups: Jet: Camberra, HFB 320, T-33; 2-prop 2 Do 28 D-1, 1 Queen Air, 1-prop 5 Do 27, 2 P 149D, 1 C 207, 1 C 182, 3 powered gliders, gliders 1 Ka-B E, I Cirrus, 1 ASW 15

N76-25286* National Aeronautics and Space Administration Langley Research Center, Langley Station, Va ROTOR SYSTEMS RESEARCH AIRCHAFT (RSHA) Gregory W. Condon and Robert Letchworth. In AGARD Flight/Ground Testing Fac. Correlation Apr 1976 20 p ref (For availability see N76-25266 16-09)

A description of the Rotor Systems Research Aircraft (RSRA) was presented, with particular emphasis on the unique systems that provide the potential for good flight/ground test facility correlation. These flight research vehicles are designed specifically with the capabilities necessary for the affective and efficient in-flight test and verification of promising new rotor concepts and supporting technology developments. The research mission and unique features of the RSRA will provide the capability to measure and separate the flight loads of the airframe and rotor. thereby allowing direct flight/ground test facility correlation of rotors as well as correlation with analytical models

N78-25287* National Aeronautics and Space Administration Flight Research Center, Edwards, Calif A NEW EXPRRIMENTAL FLIGHT RESEARCH TECHNIQUE: THE REMOTELY PILOTED AIRPLANE
Garrison P Layton In AGARD Flight/Ground Testing Fac
Correlation Apr 1976 7 p refs (For availability see N76-25266 CSCL 01C

The results obtained so far with a remotely piloted research vehicle (RPRV) using a 3/8 scale model of an F-15 simplane, to determine the usofulness of the HPRV testing technique in high risk flight testing, including spin testing, were presented. The program showed that the RPRV technique, including the use of a digital control system, is a practical method for obtaining flight research data. The spin, stability, and control data obtained with the 3/8-scale model also showed that predictions based on wind-tunnel tests were generally reasonable

N76-25268 institut de Mecanique des Fluides de Lille (France) FLIGHT SIMULATION USING FREE-FLIGHT LABORATORY SCALE MODELS (SIMULATION DE VOL PAR MAQUETTES DE VOL LIBRE EN LABORATOIRES!

Jean Gobeltz. In AGARD. Flight/Ground Testing Fac. Correlation Apr 1978 16 p rets in FRENCH, ENGLISH summary (For availability see N76 25266 16-09)

Two operating procedures related to the laboratory testing of free-flight models are defined the direct similarity' teating where tests have to predict directly the results of the flight tests of the full scale arcraft, and the indirect similarity. Tusting where tests are used first for analysis of the phenomena, secondly for its modelling which is later applied to the arcraft itself. Dynamic stall and spin results are given as examples of 'direct similarity' testing. Use of indirect similarity' is shown to be a similarity' testing. Use of indirect similarity' is shown to be a broader and more scientifically fertile testing procedure. Examples quoted are relative to the longitudinal dynamic behavior and vertical atmospheric guist response of arcrafts. It is shown how for phenomena modelling, both stationary aerodynamic character sites and aerodynamic diminatives date of the model are extracted of purposely designed flights. Those data are their used for computation. Piloting muthods of the models are given. Other types of tests relative to fanding or cross wind landing, disching, transversal guists and active controls are also mentioned. Authority

N78-25289 Royal Netherlands Aircraft Factories Fokker.
Schiphol-Oost
EXPERIENCE IN PREDICTING SUBSONIC AIRCRAFT

CHARACTERISTICS FROM WIND TUNNEL ANALYSIS

J H D Blom //n AGARD Flight/Ground Testing Fac Correlation
Apr 1975 15 p (For availability see N76-25268 16-09)

Some examples of experience gained in the field of subsonic aircraft characteristics using illustrative material from aircraft development experience in the Nethellands were presented. The accuracy in pradicting aircraft characteristics from wind tunnel solitios used, but also to a large extent on the experience of the aircraft designer in converting wind tunnel information into the appropriate conclusion for the full scale aircraft. Direct comparison of wind tunnel data with flight test results is useful in the interest of providing further insight into the interpretation and nature of the corrections to be applied to wind tunnel test.

N78-25290 British Augraft Corp., Weybridge (England) Commercial Augraft Div

COMMENTS ON WIND TUNNEL/FLIGHT COMPARIZONS AT HIGH ANGLES OF ATTACK BASED ON BAC ONE-ELEVEN AND VC10 EXPERIENCE

M.W. Salisbury. In AGARD Flight/Ground Testing Fac. Correlation. Apr. 1976. 4 p. (For availability see N76-25266-16-09)

The flight test and wind tunnel measuraments made at high incidence on the BAC 111 have been used to find the effects of Reynolds number and Mach number on the maximum value of the lift coefficient. It is shown that the effect of Mach number changes in the range 0.18 to 0.27 are of the same order as the effect of the Reynolds number change between wind tunnel and flight. The flight/tunnel comparison on the VCIO is used to show the importance of representing the geometry of the slat and wing profile in great detail in order to achieve a satisfactory correlation. Examples are also given of the type of modification which has to be made to wind tunnel data in order to achieve agreement between flight and simulator handling characteristics at the stell, and of the use of a simple and plate model to everygate the effect on drag of detail configuration changes.

Author

N76-25291 Bell Helicopter Co., Fort Worth, Tex THE ART AND SCIENCE OF ROTARY WING DATA CORRELATION

Jan M Drees In AGARD Flight/Ground Testing Fac Correlation
Apr. 1976 11 p. refs (For availability see N76-25266 16-09)

An overview of the correlation of helicopter rotor performance and loads data from various tests and analyses was presented information is included from free-flight full-scale tests in a 40 x 80 wind tunnel, one-fifth scale tests in a Transonic Dynamic Tunnel, and small scale tests of a rotor in air. These test data are compared with each other, where appropriate, and with calculated results. Typical examples illustrate the state of the art for correlation and indicate anomalies encountered. It is concluded that a procedure using theoretical analyses to aid in interpretation and evaluation of test results is essential to developing a science of correlation.

Author

N76-25292* National Aaronautics and Space Administration.
Amus Research Center, Moffett Field, Calif
COMPANISON OF MODEL AND FLIGHT TEST DATA FOR
AN AUGMENTOR-WING STOL RESEARCH AIRCRAFT

W. L. Cook and D. C. Whittley (De Havilland Aircraft Co., Ltd., Downsview, Ont.). In AGARD. Flight/Ground Tasting Fac. Correlation. Apr. 1976. 12 p. rels (For availability see N78-25268-18-09). CSCL 01C.

The major areas of confidence derived from wind tunnel tests performed on the Augmentor-Wing jet-STOL research aircraft were deliminated and it was shown that, for the most part, tunnel results compare favorably with flight experience. Since the model differs in some respects from the actual aircraft, precise correlation between tunnel and flight tests results were not expected, in some areas the model tests were known to be non representative so that a degree of uncertainty remained, these areas of greater uncertainty are identified and again discussed in the light of subsequent flight tests.

N76-25293* National Aeronautius and Space Administration.

Aimes Research Center, Moffett Field, Calif.

CORRELATION OF LOW SPEED WIND TUNNEL AND FLIGHT TEST DATA FOR V/ETOL AIRCRAFT

Woodrow L Cook and David H Hickey In AGARD Flight/Ground Testing Fac Correlation Apr 1976 10 p refs (For evailability see N75-25266 16-09)

CSCL OIC

The availability of wind tunnel test data for correlation purposes of the same V/STOL alreaft tested in flight is very limited. This is due in a large part to size limitations of wind tunnels and the number of wind tunnels available for testing of full-scale aircraft. Wind tunnel tests are described for two research aircraft - the XV-5B fan-in-wing sircraft and the YOV-10 RCF (rotating cylinder flap) aircraft - in the NASA Ames 40- by 80-foot wind tunnel. The tests were conducted specifically to provide for correlation between wind tunnel and in-flight serodynamics and noise test date. Correlation between serodynamic and noise data are presented and testing techniques that are related to the accuracy of the data, or that might affect the correlations, are discussed. The correlation of noise measurements made with a J-85 engine mounted on a F 108 sircraft during low altitude flyovers with the same J 85 engine mounted on a model and tested in the Ames 40- by 80-foot wind turinel are also reported

N76-25294 Royal Aircraft Establishment, Bedford (England)
A BRIEF FLIGHT-TUNNEL COMPARISON FOR THE
HUNTING H 126 JET FLAP AIRCRAFT

D. N. Foster In AGARD Flight/Glound Testing Fac. Correlation Apr. 1976 7 p. refs (For availability see N76-25266 16-09)

Flight measurements of the variation of lift with angle of incidence, for an airorah with an internal-flow jet flap, were compared with results deduced from wind-tulnial tests of the aircraft itself, and of a one-seventh scale model of the aircraft. The correlation is shown to be unsatisfactory for large flap deflection and high values of the jet momentum. The effects of the wind-tunnel wall corrections, and of some uncertainties in the position error correction, were investigated in order to suggest areas where further work could lead to improvements in the flight-tunnel correlation.

Author

N76-25295 Avions Marcel Dassault Breguet Aviation, Saint Cloud (France)

COMPARISON OF AERODYNAMIC COEFFICIENTS OBTAINED FROM THEORETICAL CALCULATIONS, WIND TUNNEL TESTS, AND FLIGHT TESTS DATA REDUCTION FOR THE ALPHA JET AIRCRAFT (COMPARAISON DES COEFFICIENTS AERODYNAMIQUES ISSUS DES CALCULS THEORIQUES, ESSAIS EN SOUFFIERIE ET DEPOUILLE-MENTS D'ESSAIS EN VOL EFFECTIJES SUR L'ALPHA JET]

Remi Guiot and Horst Wunnenberg /// AGARD Flight/Ground Testing Fac Correlation Apr 1976 15 p refs in FRENCH (For availability see N76-25266 16-09)

The techniques used to obtain the aerodynamic coefficients for the Alpha jet aircraft by theoretical calculations, results from wind tunnel tests, and reduction from flight tests data, were described. Comparison of these various results was made and showed, in general, a good correlation between them.

Transl. by Y.J.A.

N76-28286 Royal Alteraft Establishment, Bedford (England). FLIGHT MEASUREMENTS OF THE LONGITUDINAL AEMODYNAMIC CHARACTERISTICS OF A VECTORED THRUST AIRCRAFT (HS-P1127) THROUGHOUT THE TRANSITION

C. J. Thorpe and A. A. Woodfield /n AGARD Flight/Ground Testing Fac Correlation Apr 1976 21 p refs (For availability see N76-25265 16-09)

At low speeds, the serodynamic force and moment coefficients on a vectored thrust jet V/STOL aircraft are primarily functions of the three variables - incidence angle, thrust deflection angle and the ratio of free stream to jet momentum per unit area leffective valocity ratio). To obtain an indication of the influence of each variable and obtain data requiring a minimum of correlation for comparison with model results, quasi-static non-equilibrium flight test techniques were developed. The principles underlying serodynamic lift, drag and pitching moment measurements on jet V/STOL aircraft are examined. Test and analysis procedures used for flight tests on the P1127 prototype at the RAE are described. Examples of results from the flight tests are used to illustrate the various test techniques.

Author

N76-25297 Hawker Siddeley Aviation Ltd., Kingston upon Thames (England)

COMMENTS ON SOME WIND TUNNEL AND FLIGHT EXPERIENCE OF THE POST-BUFFET SCHAVIOUR OF THE HARRIER AIRCRAFT

S. F. Stapleton and B. V. Pegram. In AGARD. Flight/Ground Testing Fac. Correlation. Apr. 1976. 11 p (For availability see N76-25266.16-09)

The design background of the Harrier wing is briefly reviewed indicating the philosophy of design for controlled buffer penetration to achieve high usable lift. Some wind tunnel techniques for evaluation of high incidence behavior are described and problems of interpretation are discussed. Some results of flight trials concerned with establishing high incidence/Mach number limits of operation are discussed and comments are made on the difficulties of prediction of flight behavior from wind tunnel data on the basis of correlations on the Harrier.

Author

N76-28298 Air Force Flight Dynamics Leb., Wright-Patterson AFS, Ohio

EFFECTS OF SUFFETING AND OTHER TRANSONIC PHENOMENA

William E. Lemar In AGARD Flight/Ground Testing Fac. Correlation Apr. 1976-32 p. refs (For availability see N76-25266 16-09)

Buffeting and other transonic phenomiena are viewed in the context of highly maneuvering fighter aircraft. The fighter combat problem is first discussed from the viewpoint of the pilot with emphasis on the effects of buffeting and stability and control problems which occur during highly maneuvering flight. The current state of knowledge and available data relating to the tolerance and performance of the pilot in this flight regime is then reviewed to sum up the assessment of buffeting effects on piloting capabilities. Basic transonic flow separation phenomena, structural dynamics, and relevant aspects of flight control are viewed from the standpoint of the technologists to provide understanding of the hasic effects. Various aspects of buffeting are reviewed to aircraft design and development, and means of improving aircraft design to reduce buffeting and flight control problems. The situation regarding correlation of ground, wind tunnel and flight tests is reviewed and the need of improvements in such correlations is noted. Gaps in capabilities and needs for research and development are given emphasis

N76-25299 Saab-Scania, Linkoping (Sweden) Aero-Space

SWEDISH EXPERIENCE ON CORRELATIONS OF FLIGHT RESULTS WITH GROUND TEST PREDICTIONS

Svein Teige, Gunner Straeng, and Kerl-Erik Staeke. In AGARD Flight/Ground Testing Fac. Correlation. Apr. 1978. 10 p. ref. (For availability see N78-25266 15-09)

Some of the wind tunnel data and flight test data obtained during the development work on the SAAB 37 Viggen aircraft are compared. Three different areas of testing were selected (1) spin tests, (2) injet tests and (3) measurements of aerodynamic derivatives. The main spinning and recovery characteristics of the aircraft are in good agreement with those predicted from wind tunnel tests, one exception being that the inverted spin mode has not been found in flight tests. Generally, the agreement between uncorrected inlet scale model tests and full scale is fair, but with a tendency of model flow measurements to be a conservative prediction of the aircraft performance. By correcting the model data for Reynolds number effects and probe sizing influence, an almost perfect correlation was achieved. The

serodynamic derivatives measured in flight tests are in good agreement with data predicted from wind tunnel tests and calculations. No important Reynolds number effects have been found.

Author

N76-25300 Hawker Siddeley Aviation Ltd., Brough (England) FLIGHT/TUNNEL COMPARISON OF THE INSTALLED DRAG OF WING MOUNTED STORES

A J Grundy In AGARD Flight/Ground Testing Fac Correlation Apr 1976 16 p. refs (For availability see N76-25266 16-09)

installed drags for a range of stores mounted on the outboard wing pylon (mid semi span) of a Hawker Siddaley Buccaneer S. Mk 2 were measured in full scale flight and on a 1/12th scale wind tunnel full model. This minal comparison covers several types of stores including a simple tank, a rocket pod and twin side-by-side carriage of fron bombs up to 0.88 Mach number. The flight results were obtained using quasi-steady flight test techniques; excess thrust was detived from triple-exis accelerometer measurements and thrust from an altitude test facility, engine final nozzle calibration using jet pipe pressure. The comparison of incremental drag shows that agreement is satisfactory. Clean stores show good agreement but 'dirty' stores generally have lower drag in flight. Data on changes in lift and pitching moment are also presented.

N75-25301 British Aircraft Corp., Preston (England) Aerodynamics Dept

COMMENTS ON MATHEMATICAL MODELLING OF EXTERNAL STORE RELEASE TRAJECTORIES INCLUDING COMMARISON WITH FLIGHT DATA

G. A. Cox and K. Carr. In AGARD. Flight/Ground Testing Fac. Correlation. Apr. 1976. 19 p (For availability see N76.25268. 16:09)

The ability to reproduce wind tunnel and flight store jettison trajectories using a mathematical modelling technique is demonstrated A correlation is shown between flight trajectories and predictions using mathematical models incorporating data from (1) matching of wind tunnel jettisons with corrections to full scale conditions (2) wind tunnel measurements of installed store loads and store free-air serodynamic forces and moments. The potential of the mathematical modelling technique to minimize wind tunnel and flight store jettison programs is demonstrated.

Author

N76-25302 Aeritalia, Turin (Italy). Wind-Turinel Dept.
COMMENTS ON WIND TUNNEL/FLIGHT CORRELATIONS
FOR EXTERNAL STORES JETTISON TESTS ON THE F 104
8 AND G 91 Y AIRCRAFT

A. Gerrone, G. Buccientini, and E Barbantini in AGARD Flight/Ground Testing Fac Correlation Apr 1976 11 p. ref (For availability see N76-25266 18-09)

Comparisons are shown of wind-tunnel/flight jettison test results for significant stores, on the alicraft F 104 S and G 91 Y Relevant techniques of jettison tests are illustrated Moreover a computer program is examined, for the theoretical estimation of the jettisoned stores trajectories, in support of wind-tunnel and/or flight tests.

Author

N76-28303 Aerospatinie Usines de Toulouse (France)
ANALYSIS OF THE COMPARISON BETWEEN FLIGHT
TESTS REGULTS AND WIND TUNNEL TESTS PREDICTIONS
FOR SUBSONIC AND SUPERSONIC TRANSPORT AIRCRAFT [ANALYSE CRITIQUE DES COMPARAISONS DES
RESULTATE DE VOL AUX PREVISIONS DE SOUFF-LERIE
POUR DES AVIONS DE TRANSPORT SUBSONIQUE ET
SUPERSONIQUE!

C. Pelagatti, J. C. Pilon and J. Bardaud In AGARD Flight/Ground Testing Fac. Correlation. Apr. 1976. 23 p. refs. In FRENCH (For availability see N76-25266.13-09)

The problems of comparing results obtained from wind tunnels with those derived from actual flight tests were discussed it was pointed out that corrections must be made to relate these results directly, due to aercelastic effects and the effect of Reynold's number differences. For instance, high aerodynamic loads may alter significantly the general aerodynamic shape of aircraft as compared to that of the corresponding scale models, corrections must then be made to the coefficients measured with wind tunnels, making predictions more difficult in addition, certain problems arise in the measurement of aerodynamic coefficients over the transcribe regime. Using results obtained with the Airbus and Concorde aircraft, an attempt was made to point out the accuracy that may be expected from aerodynamic

Market Brook and the Secretary Secretary

coefficients derived from wind tunnul measurements, and the parameters that effect that accuracy. Transi by YJA

N76-29287# Advisory Group for Aprospace Research and Development Pans (France)

FLIGHT SIMULATION/GUIDANCE BYSTEMS SIMULA-TION

Jun 1976 380 p refs Presented at the Joint Flight Mech. Panel Guidance and Control Panel Symp.. The Hague, 20-23 Oct 1975
(AGARD CP-198) Copyright Avail NTIS HC \$10.75

Papers are presented dealing with the use of flight simulation techniques. Specific topics discussed include (1) approach and blind landing. (2) aircraft design, and (3) military operations and missions such as air combat, weapon delivery, and mission training. The generation of motion, visual, and feel cues and turbulence models are also discussed. For individual titles, see N76-29288 through N76-29315.

N76-29288 British Aircraft Corp., Warton (England) Military Aircraft Div

THE GROWING CONTRIBUTION OF FLIGHT SIMULATION TO AIRCRAFT STABILITY, CONTROL AND GUIDANCE PROBLEMS

A G Barnes In AGARD Flight Simulation/Guidance Systems Simulation Jun 1976 13 p refs (For availability see N76-29287 20-09)

The changing role and contribution of the research/development simulator is discussed. It is a field of activity where lapid progress is being made, and the reasons for such progress are considered. In particular the advances which developments in TV based displays have brought are noted. Examples are given of the increasing range of problems now addressed on simulators, and some of the future trends are indicated. Author

N78-29289 Messerschmitt-Boelkow-Blohm G.m.h H., Munich (West Germany). Human Engineering Dept A METHOD FOR THE GUIDANCE AND CONTROL SYSTEM EVALUATION FROM THE OPERATIONAL POINT OF VIEW

H Denkscherz and P Hahn In AGARD Flight Simulation/ Quidance Systems Simulation Jun 1976 7 μ (For availability see N78-29297 20-09)

A method is described for human engineering assessment of avionic systems. The method is based on the use of human inspiniering criteria for which examples are given. The way these criteria lead to system evaluation and system optimization is shown by examples.

N76-29290 Centre d'Essais en Vol. Istres (France) INVESTIGATION OF THE LANDING APPROACHES FOR A STOL AIRCRAFT USING A FLICHT SIMULATOR [ETUDE AU SIMULATEUR DU PILOTAGE D'UN AVION STOL EN APPROCHE]

J P Petit and J C Raynal (ONERA, Modane) In AGARD Flight Simulation/Guidance Systems Simulation Jun 1976-15 p. In FRENCH ENGLISH summary (For availability see N76-29287 20-09)

The influence of instrumentation in the establishment of longitudinal handling qualities orderia for approach and flare was investigated. Velocity vector head-up display, IFR and VFR instrumentation were tested. Various types of STOL aircraft wore defined by modification of the engine thrust static and dynamic characteristics and by modification of the lift coefficients, in order to give them various flight path margins and various flight path rates of change. The simulation methods used to define several STOL aircraft, the test program conducted, and the results obtained are described.

N76-29291 Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt. Brunswick (West Germany) inst füer Frühlunkrung

THE USE OF A FLIGHT SIMULATOR IN THE SYNTHESIS AND EVALUATION OF NEW COMMAND CONTROL CONCEPTS

R Onken, V Adam, and R Dierke In AGARD Flight Simulation/Guidance Systems Simulation Jun 1976 16 p. refs (For availability see N76:29287-20:09)

The introduction of digital electric flight control systems as well as new theoretical techniques in optimal control open new ways in overall design. In particular, the development of advanced command control systems offers great promise. A flight simulator is used as a design old and as a means for exploratory and

comparative investigations for the study of flight path command systems. Some results show the tracking performance achieved with an optimized control law and suitably modified pilot interfaces.

Author

N76-29292 Naval Air Development Center, Warminster, Pa Air Vehicle Technology Dept.

APPLICATION OF FLIGHT SIMULATION TO DEVELOP, TEST, AND EVALUATE THE F-14A AUTOMATIC CARRIER LANDING SYSTEM

Robert L Fortenbaugh and James M. Rebel (NATC) In AGARD Flight Simulation/Guidance Systems Simulation Jun 1976 13 p. refs (For availability see N76-29287 20-09)

In the development of a F-14A automatic carrier landing system, a moving-base simulator was utilized to replace portions of both computerized synthesis and flight test phases. The simulator proved to be a cost effective test and evaluation tool in that it was able to duplicate and predict flight test results, to receive pilot acceptance as a valid representation of the real airplane, and to provide significant increases and flexibility in the number of parameter combinations that could be examined by a pilot.

Author

N76-29293 Societe Nationale Industrielle Aerospatiale, Toulouse (France). Dept. des Études de Qualites de Vol et de Pilotage. SIMULATION TECHNIQUES AND METHODS USED FOR THE STUDY AND ADJUSTMENT OF THE AUTOMATIC LANDING SYSTEM ON THE CONCORDE SUPERSONIC TRANSPORT AIRCRAFT [MOYENS ET METHODES DE RIMULATION UTILISES POUR L'ETUDE ET LA MISE AU POINT DE L'ATTERRISSAGE AUTOMATIQUE DE L'AVION DE TRANSPORT SUPERSONIQUE CONCORDE]

Raymond Deque and Jean-Louis Bonale In AGARD Flight Simulation/Guidance Systems Simulation Jun. 1976 11 p In FRENCH (For availability see N78-29287 20-09)

After a brief presentation of flight simulation techniques, the utilization of the automatic landing system of the Concords, breakdown consequences, and performance analysis are studied. A critical test of turbulence models is presented in the effective analysis of turbulences encountered in flight tests.

Transit by B.B.

N76-29294 Bosing Aerospace Co., Seattle, Wash.
USE OF THE FLIGHT SIMULATOR IN YC-14 DESIGN
Robert E. Spitzer In AGARD Flight Simulation/Guidance Systems
Simulation Jun. 1976 14 p. refs (For availability see N76-29287
20-09)

The twin-engine USAF/Boeing YC-14 STOL prototype is approaching the final stages of fabrication and assembly. With upper-surface-blowing powered lift, and triplex digital flight control system, the YC-14 represents a new generation of transport strongt. The piloted flight simulator has served as an integral tool in the design process. The flight simulation work that supported and guided YC-14 development is described. Organization and features of the digital math model are discussed The simulation includes powered-lift effects, engine bleed for leading edge BLC, mechanical and electrical flight control systems. serial delivery modes, and a newly developed wind and turbulence model. The three main contributions of the simulator are covered. criteria development, control system definition, and validation of flying qualities. Criteria for engine-out STOL approach are discussed. Control laws were developed for conventional piloting techniques for STOL speed and flight path control Satisfactory flying qualities were validated by Boeing, USAF, and NASA pilots for a wide range of flight conditions. It is concluded that the flight simulator is an invaluable tool in the design of advanced technology aircraft such as the YC-14

N76-29295* Kansas Univ. Lawrence.
SIMULATION AND SIMILATOR DEVELOPMENT OF A
SEPARATE SURFACE ATTITUDE COMMAND CONTROL
SYSTEM FOR LIGHT AIRCRAFT

Jan Roskam In AGARD Flight Simulation/Guidance Systems Simulation Jun. 1978–15 p. refs. Sponsored by NASA (For availability see N76-29287 20-09) CSCL 148

A detailed description is presented of the simulation philosophy and process used in the development of a Separate Surface Attitude Command control system (SSAC) for a Beach Model 99 Airliner. The intent of this system is to provide complete three axes stability augmentation at low cost and without the need for system redundancy. The system, although aimed at

the general aviation market, also has applications to certain military airplanes as well as to miniature submarines. Author

N76-29296 Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany)

BENEFITS OF FLIGHT SIMULATION WORK FOR THE DEFINITION, LAYOUT, AND VERIFICATION WITH HARD-WARE IN THE LOOP, OF THE MRCA FLIGHT CONTROL SYSTEM

W Burkhardt, E Zehner, and W Duerr In AGARD Flight Simulation/Guidance Systems Simulation Jun 1976 20 p (For availability see N76 29287 20-09)

Based on the description of the Primary Flight Control System of the MRCA the main system layout parameters are explained. The main benefits of software system simulation and layout are pointed out and their test results are illustrated. The subsequent hardware system integration work on a Flight Control Test Rig with open loop tests and closed loop tests combined with the computer aircraft simulation are demonstrated. Author

N76-29297 Air Force Flight Test Center, Edwards AFB, Calif. SIMULATION IN SUPPORT OF FLIGHT TEST

Richard R. Hansen, Christopher J. Nagy, and Paul W Kirsten in AGARD Flight Simulation/Guidance Systems Simulation Jun 1976 28 p (For availability see N76-29287 20-08)

The General Purpose Engineering Simulator (GPES) operated by the Air Force Test Canter to support conventional aircraft and aerospace vehicle testing and developmental engineering is described. The GPES is a small simulator without motion or visual systems for somatic queing. Two concurrent real-time man-in-the-loop simulations are provided by this system which includes hybrid and analog computers. This system is used in aircraft design modification, pilot familiarization, handling qualities investigations, and accident investigations among other engineering studies. A simple but accurate simulator such as the GPES has many advantages in an aircraft testing environment over more complex systems with motion and visual cues.

Part Control

N76-29298 Naval Air Dovejopment Center, Werminster, Pa Air Vehicle Technology Dept

A JOINT PILOT/LANDING OFFICER SIMULATION PER-FORMED TO DETERMINE AIRCRAFT WAVE-OFF PERFOR-MANCE REQUIREMENTS

Ronald L. Nave In AGARD Flight Simulation/Guidance Systems Simulation Jun. 1976 10 p. refs (For availability see N76-29287 20-09)

A combined pilot/landing signal officer simulation was performed at the Naval Air Development Center in order to develop requirements for the wave-off performance of Navai aircraft. The simulator was also used to investigate the dynamic interaction between the pilot and landing signal officer. Thrust/ weight ratio and wing loading were identified as being the most important aircraft parameters influencing wave-off performance. A wave-off performance requirement was developed which specified minimum values of aircraft normal acceleration as a function of trim airspeed and time after initiation of the wave-off maneuver A minimum thrust/weight ratio of .4 and a maximum power approach wing loading of 90 lb/sq ft were recommended based on pilot opinion gathered in the simulation. In a separate LSO experiment it was determined that the landing signal officer could detect aircraft altitude errors during approach as small as 5 feet at 1/4 mile range.

N76-29299 Naval Air Tost Center, Patuxent River, Md.
ON IMPROVING THE FLIGHT FIDELITY OF OPERATIONAL FLIGHT/WEAPON SYSTEM TRAINERS

Marle D. Hewett and R. Thumas Galloway In AGARD Flight Simulation/Guidance Systems Simulation Jun. 1976 13 p refs (For availability see N76-29287 20-09)

A team approach utilizing the complementary talents and expertise of Naval test pilots, flight test engineers, computer specialists, and simulator specialists from various Naval field activities is described. The approach is effective in improving the flight fidelity of existing Operational Flight Trainers and Weapon System Trainers and in guiding contractors in providing the best fidelity possible in new flight simulators. Results obtained in several programs are presented.

Author

N76-29300 Le Material Telephonique, Trappes (France): RADAR LANDMASS SIMULATOR

Michal Dachery In AGARD Flight Simulation/Guidance Systems Simulation Jun. 1978 8 p (For availability see N78-29287 20-09)

09 RESEARCH AND SUPPORT FACILITIES (AIR)

The radar landmess simulator is used at all levels in the training of pilots and radar navigators basic training, conversion training, continuation and improver training, and navigation exercises at high and low altitudes. The simulator has an operational use from its ability to provide radar prediction maps. The principle and organization of this type of simulator, its qualities of flexibility and accuracy, and its applications are described.

Author

N76-29301 Ecole Nationale Superiauro de l'Aeronautique et de l'Espace, Toulouse (France) SIMULATION OF A VISUAL AID SYSTEM USED FOR THE PILOTING OF HELICOPTERS IN FORMATION FLYING

J. H. Llareus, A. J. Fossard, M. Clique (Centre d'Etudes et de Recherches, Toulouse), and N. Imbert (Centre d'Etudes et de Recherches, Toulouse). In AGARD. Flight Simulation/Guidance Systems Simulation. Jun. 1976. 14 p. refs. In FRENCH (For availability see N76-29287 20-09)

Real time simulation of a system used to aid the piloting of a helicopter, permitting it to fly in formation in hazardous weather conditions is presented. The leader arranges the navigation paths, the craw plots the distance and level of the preceding helicopter with the aid of a radar detection system. The simulation introduces the requirement of a human pilot who, with the help of a hiteromanipulator, provides orders of cyclic paths, longitudinal and lateral, determining the evolutions of a helicopter crew stationed at a digital computer.

Transl by B.B.

N76-29302 Forschungsmistlitut füer Anthropotechnik, Meckenheim (West Germany).

THE INFLUENCE OF VISUAL EXPERIENCE AND DEGREE OF STYLIZATION ON HEIGHT AND DISTANCE JUDGE-MENT IN AIRCRAFT APPROACH SCENES

Gert Coerfei In AGARD Flight Simulation/Guidance Systems Simulation Jun. 1976 9 p. rdfs (For availability see N76-29287 20-09)

The technical development of the visual system of a liight simulator is considered. The basic problem is to determine to what extent the external scene might be simplified and stylized, while still presenting enough of the raquired information to the pilot for the landing approach. Experimental results which help to establish the human engineering visual requirements for the visual simulator being developed are given.

Author

N76-29303 Royal Aircraft Establishment, Badford (England).
DIGITALLY GENERATED OUTSIDE WORLD DISPLAY OF LIGHTING PATTERN USED IN CONJUNCTION WITH AN AIRCRAFT SIMULATOR

J. C. Penwill. In AGARD. Flight Simulation/Guidance Systems Simulation Jun 1976-12 p. refs (For availability see N75-29267 20-09)

The main features are descrited of a digitally generated outside world display along with its uses as part of a flight simulation facility to support research programs concerned with all weather operations. The picture presented to the pilot is a view of airfield approach and runway lights as seen at night the view is collimated to infinity by the use of a simple, low dost, concave mitror and can be seen by all crew members on the fixed base cockpit. The basis of the system is a digital computer used to generate the perspective picture and a specially developed television camera using a frame sequential technique which, together with a modified monochrome projector, presents a color display to the pilot. The system provides a very cost effective simulation of low visibility denditions.

Author

N76-29304 National Aerospace Lab , Amaterdam (Netherlands). DESIGN AND PERFORMANCE OF THE FOUR-DEGREE-OF-I REEDOM MOTION SYSTEM OF THE NLR RESEARCH FLIGHT SIMULATOR
W. P. Koovermans and C. J. Jansen /// AGARD Flight

W. P. Roovermans and C. J. Jansen // AGARD Flight Simulation/Guklance Systems Simulation Jun 1876 11 p (For availability see N76-29287 20-09)

The motion system of the NRL research flight simulator with freedom of motion in heave. Oil, pitch and yaw is described To give good motion cues, smooth operation without any jerks is required. To this end specific hydraulic jacks were developed in which stick-slip phenomena are eliminated by introducing nytriostatic bearing between the moving piston and rod and the fixed cylinder, resulting in an acceleration threshold level below 0.01 g. A mathematical model was prepared to simulate and study the behavior of the hydraulic jacks. Results are given of measurements on single jacks and the complete system.

comprising acceleration noise and threshold level, dynamic response and performance diagrams. Because of the required oil pressure for the hydrostatic bearing, special procedures have to be followed to start and stop the operation of the system A description is given of the principles of the safety system applied.

N76-29305 Crambold Inst. of Tochnology (England). Dopt. of Electronic and Control Engineering FEEL FORCE BYSTEM WITH AN INERTIA REDUCTION

J. M. Lipscombe and D. J. G. Lewis. In AGARD. Flight Simulation/Guidance Systems Simulation. Jun. 1976. 13 p. lefs (For availability see: N76-29287-20-09).

CAPABILITY

The design, construction, and test of a single and twin stick feel force system is described. The systems have the usual variable feel characteristics of stiffness, damping, backlash, Coulomb friction and breakout force, and also a variable inertia, so that the effective inertia can be increased to more than the stick inertia, or reduced to a small proportion of the stick inertia. Parameter plane design techniques are applied to a high order mathematical model of the system, and a digital computer and visual display unit are used in interactive mode, to evaluate and plot the locus of the parameters of the system for any desired pole and zero locations on the s-plane. The performance of the model is then compared to the performance of the system under test.

N76-29306 Royal Aircraft Establishment, Bedford (England) Flight Systems Dept DEVELOPMENTS IN THE BIMULATION OF ATMOSPHERIC TURBULENCE

B. N. Tomilinson. In AGARD. Flight Simulation/Guidance Systems. Simulation. Jun. 1976. 14 p. refs (For availability see N76-29287 20-09).

In ground-based simulation of stretaft flight, inclusion of atmospheric turbulence is essential to the successful evaluation of handling and ride qualities, and to the greation of a realistic subjective environment and representative pilot workload. A new model of atmospheric turbulence capable of generating timehistories which reproduce the essential discrete-gust and non-Gaussian features of turbulence is described. A principal aim of the model is to reproduce the quality of intermittency identified in real atmospherio turbulence from the non-Gaussian distributions of velocity differences. Qualitatively, intermittency appears in a turbulence record as relatively isolated large changes in gust velocity embedded in a background of low activity. Compensor with flight measurements of atmospheric turbulence shows that power spectra, intermittency, and discrete gust content are accurately reproduced by the model A parameter in the model enables intermittency to be controlled explicitly and matched to a variety of weather conditions and terrain. Experiments in a simulator have shown acceptance by pilots, but cradible simulation of turbulence and its effects requires a high quality motion system. The model exists as a FORTRAN computer program and as an analogue hardware device Although orginally concerned with 'pilot-in-the-loop' simulation, the model of turbulence described has relevance and application in other areas, such as certification trials of automatic landing equip-

N76-29307 Technische Hogeschool, Dolft (Netherlands).

SIMULATION OF PATCHY ATMOSPHERIC TURBULENCE, BASED ON MEASUREMENTS OF ACTUAL TURBULENCE G. A. J VanDeMoesdijk In AGARD Flight Simulation/Guidance Systems Simulation Jun. 1976 14 p. refs (For availability see N76-26287 20-09)

Pilot dissatisfaction with the characteristics of Gaussian simulated turbulence in flight simulation stimulated a research program to determine the relevant non-Gaussian aspects of actual atmospheric turbulence needed in a realistic turbulence simulation. A model describing the so-called patchy characteristics of atmospheric turbulence as sensed by the pilot is developed in which the degree of patchiness is defined in mathematical terms. Results of actual measurements of patchy characteristics analyzed in a method indicated by the model are compared to the model characteristics. Finally a digital simulation of real-time patchy turbulence velocities is presented.

N76-29308* National Aeronautics and Space Administration.
Langley Research Center, Langley Station, Va.
INTERACTIVE COMPUTERIZED AIR COMBAT OPPONENT

Walter W. Hankins, III. In AGARD Flight Simulation/Guidance Systems Simulation Jun 1976 9 p (For availability see N76-29287 20-09) CSCL 010

A computer program developed to fly interactive one-on-one simulated air combat maneuvers against human pilots is described. The program which is called Adaptive Maneuvering Logic (AML), is being used in the National Aeronsutics and Space Administration (NASA) Langley Research Center's Differential Maneuvering Simulator. The basic control logic evaluates the reletive states of the two aircraft and reacts by choosing the best of several elemental maneuvers. Pilot comments and results obtained when the computer was flown against combat-qualified fighter pilots indicate that the program performs realistic maneuvers and offers a very competitive standard pilot.

N76-29309 McDonnell-Douglas Astronautics Co., Huntington Beach, Calif.

ANALYSIS OF AIR-TO-AIR MISSILE REQUIREMENTS AND WEAPONS SYSTEMS EFFECTIVENESS IN AN AIR-COMBAT MANEUVERING ENVIRONMENT

D L Gleseking, J. H Simpson, and J. W. Oestreich (NWC) In AGARD Flight Simulation/Guidance Systems Simulation Jun. 1976 9 p (For availability see N75-29267 20-09)

A simulation developed to aid in air-to-air missile system requirements analysis, missile subsystem design, and weapon system effectiveness is described. The air combat analysis (ACA) simulation was developed in support of advanced Navy air-to-air missile programs to offer improved design techniques for use with highly effective missiles. The ACA simulation brings added realism into the design process by introducing the combat environment as an independent input into the simulation. The combat environment is introduced by using mock combat aircraft trajectories (hassle) or manned cockpit simulation trajectories as initial conditions for missile firings. To illustrate the capability of the ACA simulation, sample analyses are discussed which demonstrate requirements analysis, subsystem design, and weapon system affectiveness. The preprocessing of the aircraft hassle data and the initialization of the missile simulation, the detail involved in the simulation itself, and the postprocessing of the simulation data to give intercept performance, failure summary, and terminal geometry, are described

Autho

N76-29310 LTV Aerospace Corp., Dallas, Tex. Air COMBAT MANEUVERING TRAINING IN A SIMULA-TOR

Charles W. Meshiur and Gregory J. Bulter (Tactical Air Command, Langley AFB, Va.) In AGARD Flight Simulation/Guldance Systems Simulation Jun 1876 10 p. refs (For availability see N76-29287 20-08)

The Tactical Air Command Aerial Combat Engagement Simulation (TAC ACES) is an attempt to use a fixed-base visual fighter simulator as a training device to improve combat skills. The program is structured to optimize the amount of training with simulation state of the art, such that it will enhance the flight syllabus, not replace it. The trainor configuration was developed from a review of U.S. industry and National Aeronautics and Space Administration (NASA) facilities. Instructional facilities were added to purmit comprehensive monitoring of simulated combat with appropriate controls. In addition, a system of automated grading is provided, summarizing each student's performance through the use of a digital, computer-produced printout and finally, to teach the course, a flight training syllabus was developed for the simulator Pilot skills, safety and potential savings are tangible assets, of course, but the more subjective opinions of pilots and instructors are sampled too. Author

N76-29311 McDonnell Aircraft Co., St. Louis, Mc. APPLICATION OF MANNED AIR COMBAT SIMULATION IN THE DEVELOPMENT OF FLIGHT CONTROL REQUIRE-MENTS FOR WEAPON DELIVERY

J. B. Berger, R. P. Mayer, and David L. Carleton (AFFDL) In AGARD Flight Simulation/Guldance Systems Simulation Jun. 1976 20 p. refs (For availability see N75-29287 20-09) (Contract P33615-73-C-3122)

Manned air combat simulations were conducted to develop requirements for tautical advanced aircraft/waspon systems in which precision tracking and weapon delivery are optimized through flight control system design. The objectives were to (1) develop analytical pilot models that relate weapon delivery accuracy to the ontire integrated aircraft/displays/sight/geometry system for air-to-air and air-to-ground weapon delivery tasks. (2) validate and incorporate these pilot models into the

Terminal Agrial Weapon Delivery Simulation (IAWDS) digital computer program, and (3) use the TAWDS program to determine how aircraft flying qualities affect air to air gunnery, and air-to-ground gunnery and bombing weapon delivery effectiveness The TAWDS program enables a digital simulation to be performed on various closed loop weapon delivery systems under manual tracking control for predicting and evaluating weapon delivery accuracy. Tracking performance results, acquired from analytical pilot simulations, are compared with those obtained from the manned simulations, and the Tactical Weapon Delivery (TWeaD) flight test development programs. These results indicate that the judicious use of the all digital analytical weapon delivery program in completion with manned simulation studies provides a very cost effective approach in designing, developing, and optimizing advanced enerall/weapon delivery systems. The evaluation of flying qualities for piloted advanced aircraft. performing air-to-ground weapon delivery tasks in terms of weapon system affectivaness, is shown to be feasible for determining and establishing flight control requirements

N76-29312 Litton Systems, Inc. Woodland Hills, Cant. DEVELOPMENT OF A SYSTEM FOR SCORING SIMULATED BOMBING RUNS

J. S. Ausman and F. J. Hellings (6585th Test Group). In AGARD Flight Simulation/Guidance Systems Simulation. Jun. 1976 19 p. ref (For availability see N76-29287-20-09).

A Bomb Scoring System (BSS) to be used in evaluating radar bombing capabilities of F-111 and AG alteratives developed. The BSS consists of an inertial navigation system updated with practision range and range-rate measurements to a set of 2 to 4 ground transponders placed in close proximity to the target A pod contains the girbonic equipment (inertial navigation system and range/range-rate interrogator) and attaches to a standard weapon station on the alteraft White the alteraft makes its (simulated) bombing run, the BSS pod continually monitors its position and velocity relative to the target. The alteraft's weapon delivery system sends its release pulse to the weapon station which holds the BSS pod Subsequently, the computer predicts where the bomb would have landed if one had actually been released. Bomb impacts and other pertinent data are stored in memory for immediate readout when the airplane returns to base.

N76-29313 Dornier Worke G.m.b.H., Friedrichshafen (West Germany).

WASI: WEAPON AIMING TRAINING SIMULATOR

Uwe Schulz In AGARD Flight Simulation/Guidance Systems Simulation Jun 1976 10 p (For availability see N76-29287 20-09)

An inflight training system for the squadron training of pilots is defined. The system provides realistic training in ground attack with simulated bombs, consons, and rockets on a range or in tactical settings without the restrictions normally imposed by safety considerations, shortage of training armmunition, lack of availability of live firing ranges, etc. The system is self-contained within a standard modified drop-tank (WASI-POD), with the absolute minimum of mechanical and electrical interfaces. It provides an immediate indication to the pilot of miss distance and direction, while the most important parameters of the action are recorded on tape for subsequent play-back and analysis on the ground equipment. The WASI is suitable for basic training. refresher training, as well as continuous realistic tectical training. A detailed description of the system is given including some aspects concerning the future applications in the training for the air air firing and dog fights.

N76-29314 Royal Netherlands Air Force, The Hague, PROFICIENCY TRAINING OF PILOTS AND CONTROLLERS PARTICIPATING IN RNLAF MISSIONS BY THE USE OF A SIMULATOR

J Alwon In AGARD Flight Simulation/Guidance Systems Simulation Jun. 1978 4 p (For availability see N76-29287 20-09)

Simultaneous training of pilots and mission controllers by coupling a ground-based simulator with a radar control center is reported. The flight training simulator is briefly described. Results of pilot training and mission controller simulation are given.

J.M.S.

09 RESEARCH AND SUPPORT FACILITIES (AIR)

N76-29316 Ministry of Defence, London (England)
RESEARCH INTO THE TRAINING EFFECTIVENESS OF A
FULL MISSION FLIGHT SIMULATOR
Grahum Shepherd In AGARD Flight Simulation/Guidance

Grahum Shepherd In AGARD Flight Simulation/Guidance Systems Simulation Jun 1976 17 p (For availability see N76-29287 20-09)

The training effectiveness of flight simulators is examined. An objective measure of aircrew performance is developed for use in long term streaming trails Interim results for a number of flight profiles indicate the feasibility of deriving an objective measure of performance from recorded flight data and instructor assessments using linear multiple regression techniques. Author

N76-30236# Advisory Group for Agrospace Research and Development, Paris (France).

TECHNICAL EVALUATION REPORT ON THE FLUID DYNAMICS PANEL SYMPOSIUM ON WIND TUNNEL DESIGN AND TESTING TECHNIQUES

B H Goethert Aug 1976 23 p Held at London, Oct 1975 (AGARD-AR-97, AGARD-CP-174, ISBN-92-836-1222-7) Avail. NTIS

Advanced wind tunnel systems are discussed with emphasis on the impact of the cryogenic concept for high performance transonic wind tunnels. Topics covered include: cryogenic operation, adjustable walls, magnetic suspensions, and laser instrumentation.

Author

N77-11070# Advisory Group for Aerospana Research and Development, Paris (France).

ON THE FLOW QUALITY NECESSARY FOR THE LARGE EUROPEAN HIGH-REYNOLDS-NUMBER TRANSONIC WINDTUNNEL LEHRT

J. P. Hartzulker (National Aero- and Astronautical Res. Inst., Amsterdam), P. G. Pugh (Royal Altoralt Estab., Bedford, Engl.), W. Lorenz-Meyer (DFVLR, Goettingen, Germany), G. E. Fasso (ONERA, Chatillon sous Bagneux, France), and D. Kuechemann, ed. (Royal Aircraft Estab., Famborough, Engl.) Mar. 1978. 31 p. refs.

(AGARD-R-644; ISBN-92-835-1214-6) Avail: NTIS HC A03/MF A01

The Large European High Reynolds Number Transonic Windtunnel (LEHRT) is meant to provide serodynamic data at high Reynolds numbers of high standard in a relatively short running time (dictated by economic reasons). This implies that the flow quality in LEHRT has to be excellent. Quantitative requirements for turbulence level as well as for pressure fluctuations have been developed in this report.

Author

X77-72036 Advisory Group for Aerospice Research and Development, Paris (France)
RANGE INSTRUMENTATION, WEAPONS SYSTEMS TESTING AND HELATED TECHNIQUES

Mar. 1976 32 p

(AGARD-AG-2.19-Suppl. AGAR Dograph-2.19-Suppl) Avail Advisory Group for Aerospace Research and Development, Parts, France NATO-Classified report

NOTICE Available to U.S. Government Agencies

A classified supplement to AGARDograph 219 is presented. The two papers were prepared at the request of the Guidance and Control Panel of AGARD-NATO. The main enclassified AGARDograph centains 20 papers on weapon systems, test ranges, instruments, and test facilities.

20 SPACECRAFT PROPULSION AND POWER

Includes main propulsion systems and components, e.g., rocket engines; and spacecraft auxiliary power sources. For related information see also 07 Aircraft Propulsion and Power, 28 Propellants and Fuels, and 44 Energy Production and Conversion.

N75-24840# Advisory Group for Aerospace Research and Development. Paris (France).
RADIATION COOLING OF THRUST NOZZLES
J. J. Bernard (Paris Univ.) and J. Genot (ONERA) Mar. 1876
81 p. refs
(AGARD-AG-184; AGARDograph-184) Avail: NTIS HC \$4.75
CSCL 21H

Various heat transfers by radiation occur on the wall of a propulsion system, and the calculation of such heat transfers in axisymmetrical thrust nozzies is presented. The functions for exchanges between isotherms! tines on the surface of revolution or plane cross-sections slightly inclined to the parallel lines are also shown. Numerical results are given in the form of universal functions of the geometrical parameters for the meridian. The diagrammatic configurations for the most usual type of nozzles, and the cirectly usable values of the transfer functions are quoted.

Author

X77.72037 Advisory Group for Aerospace Research and Development, Paris (France).

SMALL SOLID PROPELLANT ROCKETS FOR FIELD USE Oct. 1976 156 p Meeting held at Porz-Wahn, West Germany. 17-19 May 1976 (AGARD-CP-194-Suppl) Avail Advisory Group for Aerospace Research and Development, Peris, France

NATO-Confidential report

NOTICE: Available to U.S. Government Agencies

The papers are divided into five sessions, requirements and systems specifications, development of small rocket motors, thrust vectoring and control, high performance solid propellants, qualification, testing and environmental effects. Author

23 CHEMISTRY AND MATERIALS (GENERAL)

Includes biochemistry and organic chemistry

N76-11244# Advisory Group for Aerospace Research and Development, Paris (France). HIGH TEMPERATURE CORROSION OF AEROSPACE ALLOYS

John F. Stringer (Liverpool Univ.) Aug. 1975 607 p. refs AGARDograph-200) (AGARD-AG-200: HC \$16.35

Information contained in various places in the technical literature, in government and other similar reports, and information not yet published was gathered for inclusion in a comprehensive publication. Summary information is presented on oxidation rates, diffusion, reaction kinetics, engineering information on practical alloys, and tests under simulated service conditions. Data on phase diagrams, diffusion information and thermodynamic information are included along with data on superalloys and refractory metals. For individual titles, see N76-11245 through

N76-11245 Advisory Group for Aerospace Research and Development, Paris (France). BASIC DATA

In its High Temperature Corrosion of Aerospace Alloys 1975 p 1-26 refs (For availability see N76-11244 02-23)

Data, listed in tabular form for metal oxides and spiriels, is

presented. Specifically covered in the data are: (1) crystal structure; (2) melting and boiling points; (3) equilibrium pressures (ATM); (4) mechanical properties; (5) color descriptions, and (6) reaction kinetics. Also included is phase diagram information for metal-oxygen systems, metal sulphur systems, and systems involving oxides, chlorides, and sulphates.

N76-11246 Advisory Group for Aerospace Research and Development, Paris (France).

PREDOMINANCE DIAGRAMS

In its High Temperature Corrosion of Aerospace Alloys 1975 p 27-36 refs (For availability see N76-11244 02-23)

A number of predominance phase diagrams which show thermochemical information relating to the stability of phases in a convenient graphical representation are presented. Solid and liquid phases are assumed to be at unit activity.

N76-11247 Advisory Group for Aerospace Research and Development, Paris (France).

CONSTITUTION OF THE ATMOSPHERE IN THE GAS TURBINE

In Its High Temperature Corrosion of Aerospace Alloys 1975 p 37-39 (For avrilability see N76-11244 02-23)

A typical marine dissel fuel was burned in the turbine. The SO3/SO2 ratio as a function of the fuel-to-air ratio (FAR) is shown; the air injet temperature to the combustor was assumed to be 800 F. The equilibrium flame temperature, as a function of the FAR, for air inlet temperatures of 400 to 600 F is shown. The equilibrium composition of the flame gas, as a function of the FAR, is given. Actual analyses of the turbine exhausts indicated that the SO3 content was much less than that expected. The relative distribution of sulphur and sodium among their species as a function of temperature for the gas conditions is given.

N76-11248 Advisory Group for Aerospace Research and Development, Paris (France).

VAPOR PRESSURE AND CONDENSATION OF SODIUM BULPHATE

In its High Temperature Corrosion of Aerospace Alloys refs (For availability see N76-11244 02-23)

The corrosion deposits of sodium sulphate that occur on gas turbine metal alloy parts were studied. The chemical reactions occurring during high temperature corrosion are examined, and results are given for chemical analyses of various alloy specimens which were exposed to synthetic see salt concentrations. Also included are diffusion data for various alloy combinations and the methods used to study high temperature corrosion for each alloy combination. The diffusing elements for different metallic oxides are also given.

N76-11249 Advisory Group for Aerospace Research and

Development, Paris (France). OXIDATION AND HOT CORROSION OF COMMERCIAL SUPERALLOYS

In its High Temperature Corrosion of Aerospace Alloys 1975 p 117-482 refs (For availability see N76-11244 02-23) A summary of information on the oxidation and corrosion of 52 commercial nickel and cobait base superalloys is presented. The composition of each alloy is given. The effects of the comburtion of various sulphur-containing fuels and salt spray on alloy corrosion is examined. The results of weight analyses and chemical analyses of oxidized alloys are given. Photomterographs of hot corrosion on turbine blades are shown Results of thermal cycling tests are given

N76-11250 Advisory Group for Agrospace Research and Davelonment, Paris (France).

THE REFRACTORY METALS In its High Temperature Corrosion of Aerospace Alloys

1975 p 463-602 refs (For availability see N76-11244 02-23) The oxidation rates of the refractory metals, tantalum. niobium, molybdenum, and tungsten are examined. The composition of alloys of these metals is listed. The resistance of the alloys to exidation at different temperatures, exygen pressures, and time exposures is given. Weight changes, color changes,

oxide scale thicknesses, and some mechanical properties of the alloys are given. The exidation resistance of various alloy combinations is examined. The physical and chemical properties of molybdates are listed.

24 COMPOSITE MATERIALS

Includes laminates

N76-11034# Advisory Group for Aerospace Research and Development, Paris (France).

SPECIALISTS MEETING ON DIRECTIONALLY SOLIDIFIED IN-SITU COMPOSITES

E. R. Thompson, ed. and P. R. Sahm, ed. Aug. 1974—163 p. refs. Presented at the 38th Meeting of the Struct and Mater Panel, Washington, D. C. 23-24 Apr. 1974. (AGARD-CP-156) Avail NTIS HC \$6.25

Directionally solidified in-situ eutectic alloy composites and their use in fabricating aircraft parts were studied. Data cover microstructure, mechanical properties, and high temperature stability. Turbine blade design and fabrication and improvements observed in engines constructed from the composites are discussed. For individual titles, see N75-11035 through N75-11047.

N75-11035 General Electric Co., Cincinnati, Ohio.

REQUIREMENTS FOR AND CHARACTERISTICS DEMAND-ED OF HIGH TEMPERATURE GAS TURBINE COMPO-NENTS

L. P. Jahnke and C. A. Bruch In AGARD Specialists Meeting on Directionally Solidified In-Situ Composites Aug. 1974 p. 3-12 refs (For availability see N75-11034-02-24)

Composite structures consisting of high strength fibers or plates in ductile matrices with outstanding high temperature properties are achievable in directionally solidified euteotics. This new class of materials represents a major innovation in gas turbine blade technology. The advantages and limitations of the two more promising euteotic systems and the relationship of these properties to turbine blade design is discussed. Innovations in design and further property improvements will be required to successfully exploit these materials in engine hardware. It is concluded that the payoff offered by this technology fully justifies a major investment of resources to achieve a practical system.

Author

N75-11036 Toronto Univ. (Ontario). Dept. of Metallurgy and Materials Science.
THE STRUCTURE AND THERMAL STABILITY OF EUTEUTIC ALLOYS.

G. C Weatherly In AGARD Specialists Meeting on Directionally Solidified In-Situ Composites Aug. 1974 p 13-20 refs (For availability see N75-11034-02-24)

The factors that control the as-grown morphology, crystallography and thermal stability of uni-directionally solidified eutectic alloys are briefly reviewed. The crystallographic orientation relationships that are usually found in UDG alloys are considered only in their bearing on the thermal stability problem. The stability of rood morphologies and the possible coarsening mechanisms in faulted and perfect arrays of parallel roofs are discussed for the extreme cases of diffusion and interface-controlled reactions. The coarsening mechanisms in tamellar euteotics are simpler and are controlled by the faults grown in during sollidification. The roles of tamellar terminations, sub-grains and discontinuous coarsening at migrating grain boundaries are considered. Finally, the problems encountered in phase stability of carbide reinforced nickel based superalloys during that hot tensile deformation, are reviewed.

N75-11037 Drexel Univ., Philadelphia, Pa. Dept. of Metallurgy Engineering.

THE MECHANICAL METALLURGY OF DIRECTIONALLY SOLIDIFIED COMPOSITES: STRENGTHENING FUNDA-MENTALS, TENSILE, CREEP, FATIGUE AND TOUGHNESS PROPERTIES

Alan Lawley In AGARD Specialists Meeting on Directionally Solidified in Situ Composites Aug. 1974 p 21-33 refs Sponsored by the Navy (For availability see N75-11034 02-24)

A fundamental basis for the interpretation and prediction of the mechanical behavior of in-situ composites is developed by considering possible strengthening mechanisms and associated models. Experimental property data and structural observations are then discussed in light of these mechanisms. The general features of tensile, creep, fatigue, and impact loading are characterized and behavior interpreted from the viewpoint of structure. Where possible, observed and predicted response of in-situ composites are compared, as is the behavior of comparable synthetic composites. The various structure-machanical property correlations allow for a rationalization of the major advantages

and disadvantages of in-situ composites vis a vis synthetic composites and other advanced structural materials. Author

N75-11038 Domaine Univ.. Saint Martin d, Heres (France) Lab. da Thermodynamique et Physico-Chimie Metallurgiques ORIENTATION SOLIDIFICATION OF BIPHASE COMPOSITES: CASE OF MULTICONSTITUENT SYSTEMS, LAMINAR AND POINT DEFECT PHASES (SOLIDIFICATION ORIENTEE DE COMPOSITES BIPHASE: CAS DES SYSTEMES MULTICONSTITUES, FAUTES LAMELLAIRES ET JOINTS DE PHASES]

Francis Durand In AGARD Specialists Meeting on Directionally Solidified In-Situ Composites Aug. 1974 p 41-55 refs In FRENCH (For availability see N75-11034 02-24)

An evaluation was made of the solidification of biphase composites as a function of constituent alloys, and lamellar faults in relation to the structure in point phases. Data are included on theoretical ideas of equilibrium diagram limitations, solid composition analysis, and instability of the solid/liquid wall. Observations made of different mutual orientations, dislocations, and point orientation are included.

Transl. by E.H.W.

N75-11039 Michigan Technological Univ., Houghton Dept. of Metallurgical Engineering.

CRYSTAL GROWTH METHODS FOR THE PRODUCTION OF ALIGNED COMPOSITES

A. Hellawell In AGARD Specialists Meeting on Directionally Solidified In-Situ Composites Aug. 1974 p 57-66 refs (For availability see N75-11034-02-24)

Reactions which are suitable for the production of aligned composite materials are listed and their applications briefly considered. The requirements of a growth technique and a product are cutlined as they affect thermal stability and control directionality and perfection of structure, composition and orientation control and problems of contamination. The advantages of various techniques are then discussed in terms of their useful application to the control of different phase transformations.

Autho

N75-11040 TRW, Inc., Cleveland, Ohio.
FORMING USEFUL DIRECTIONALLY SOLIDIFIED COMPOSITE SHAPES

J. A. Alexander and L. D. Graham In AGARD Specialists Meeting on Directionally Solidified in-Situ Composites Aug. 1974 p 67-78 (For availability see N75-11034 02-24)

A selective review was conducted of available information relating to the fabrication of shapes from directionally solidified composites. The review is based upon information contained in the open literature in government contract reports. The summation of what was reported is sugmented by discussions on what might be done to fabricate shapes from directionally solidified composites. An extensive study was made of the mechanical properties of the composites, and the potential for performance improvement in engine constructed from the materials. Author

N75-11041 Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Porz (West Germany).

EUTECTIC PHASE EQUILIBRIA

E. Blank In AGARD Specialists Meeting Directionally Solidified In-Situ Composites Aug. 1974 p 81-92 refs (For availability see N75-11034 02-24)

Computational and experimental paths to the determination of phase diagrams are discussed which are not in common use computer calculation, use of directional solidification, and use of diffusion techniques. Computer calculation of phase diagrams at present is confined to ternary systems. Although calculated phase boundaries often agree well with experimental values, the influence of the metallic solution models on the calculated results is not well understood. Generally, thermochemical data of the limiting binary systems are sufficient for the calculation of the ternary diagram. Ternary phases cannot be predicted a priori. Usually, they are limited to lines of specific stotchiometry. To lower costs computation should be carried out by a few specialists. - Experimentally, the influence of all alloying elements on the shape of the liquidus and solidios surfaces may be sillowed for by a directional solidification techniques. Some diffusion techniques appropriate to solid state reactions are elucidated. Author

N75-11042* National Aeronautics and Space Administration. Lewis Research Center, Cleveland, Ohio, DIRECTIONALLY SOLIDIFIED COMPOSITE SYSTEMS UNDER EVALUATION

Richard L. Ashbrook In AGARD Specialists Meeting on Directionally Solidified in Situ Composites Aug. 1974 p 93-115 rofs (For availability see N75-11034-02-24)

Various types of high temperature in-situ composites were reviewed and attempts were made to determine which ones offer the most potential for future development. Some of the systems that were investigated according to the ductility of the component phases were categorized. The categories range from ductile-ductile to brittle-brittle Examples in each category are considered with special emphasis on systems which look attractive for use in gas turbine engines. Data also touch un microstructure. machanical properties, and process problems

N75-11043 Pratt and Whitney Aircraft, East Hartford, Conn. Materials Engineering and Research Lab. THERMAL STABILITY OF DIRECTIONALLY-SOLIDIFIED COMPOSITES

M. Gell. in AGARD. Specialists Meeting on Directionally Solidified in-Situ. Composites. Aug. 1974. p. 117-124. refs. (For availability nee N75-11034 02-24)

Microstructural and mechanical property stability under static and exclic temporature exposure are two important requirements for turbine sirfoil materials in advanced gas turbine engines. Under thermal cycling conditions, significant microstructural instability and mechanical property degradation was observed in a number of TaC-reinforced alloys, while the delta-reinforced alloys have exhibited greater stability. The physical and chemical properties of the euteotic promoting microstructural instability and the testing variables defining the severity of the thermal cycle are discussed.

N75-11044 Liverpool Univ. (England). Dept. of Metallurgy and Materials Science.

OXIDATION, HOT CORROSION AND PROTECTION OF DIRECTIONALLY SOLIDIFIED EUTECTIC ALLOYS

John Stringer In AGARD Specialists Meeting on Directionally Solidified in Situ Composites Aug. 1974 p 131-140 refs (For availability see N75-11034 02-24)

The high temperature exidation and corresion behavior of directionally solidified autectic alloys are discussed in general terms, and some simple models are presented of possible effects. Illustrations of these effects in real situations are

N75-11045 Office National d'Etudes et de Recherches Aerospatiales, Paris (France)

PROSPECT OF DIRECTIONALLY SOLIDIFIED EUTECTIC SUPEHALLOYS

Herve Bibring In AGARD Specialists Meeting on Directionally Solidified In-Situ Composites Aug. 1974 p 141-155 refs In FRENCH; ENGLISH summary (For availability see N75-11034 02-24)

An evaluation was made of the possibilities offered by the utilization of more fully developed high temperature DS composites as aircraft blade materials. Two families of these materials are emphasized, namely: the famellar intermetallic eutectics of the Ni3Al-Ni3Nb type recently broadened to the quaternary composition systems Co/Ni3Al-Ni3Nb with Cr additions, and the COTAC family of multicomponent fiber composites whose complex superalloy matrices are reinforced by in-situ aligned monocarbide whiskers. When compared to the best present day superalloys, both these families show an important gain in operational temperatures. Weak points, particularly noticeable in some of these new materials, such as lack of ductility poor corrosion resistance, and thermal cycling problems should be improved.

Author

N75-11046 National Gas Turbine Establishment, Pyestock Materials Science Dept (England).

COMPONENT DESIGN WITH DIRECTIONALLY SOLIDIFIED COMPOSITES

M. G. Cockcroft and P. H. Cowley. In AGARD. Specialists Meeting on Directionally Solidified In-Situ Composites Aug. 1974 p 157-162 refs (For availability see N75-11034 02-24)

Directionally solidified eutectic materials (in situ composites) are examined in general terms from the point of view of their use in turbine blades for zero gas turbines. The special characteristics that must be taken into account in the design of blades are outlined and attention is drawn to areas where further information is required. It is concluded that the materials might readily be used for uncooled or lightly cooled blades but production problems

will need to be overcome before they are used in heavily-cooled

N75-11047 Advisory Group for Aerospace Research and Development, Paris (France)

MEETING SUMMARY AND OUTLOOK

E. R. Thompson, P. Sahm, and M. C. Flemings. In Its Specialists Meeting Directionally Solidified In-Situ Composites Aug. 1974 p 165-166 (For availability see N75-11034 02-24)

A summary is made of the accomplishments, conclusions, and problem areas encountered in the study of composites used in turbine blade construction. The systems considered include the following families: (1) Co-Cr7C3, (2) Co-TaC, (3) Ni/Ni3Al-TaC, (4) Ni3Al-Ni3Cb

N75-13034# Advisory Group for Aerospage Research and Development, Paris (France)

AVIONIC RADOME MATERIALS

1. H Cary, ed. (Roy Rader Est.) Oct 1974 243 p refs

(AGARD-AR-75) Avail NTIS HC \$7.50

The electrical, mechanical, and thermal properties of materials are discussed for the wall, core, finish, and coating for radomes These properties are presented for the following composite materials: polyesters, epoxy resins, polymides, silicone resins, and phenolic resins.

N75-15747# Advisory Group for Aerospace Research and Development, Paris (France).

TECHNICAL EVALUATION REPORT ON AGARD SPECIALISTS MEETING ON DIRECTIONALLY SOLIDIFIED IN-SITU COMPOSITES

E. R. Thompson (United Aircraft Corp., East Hartford, Conn.) Dec. 1974 9 p (AGARD-AR-76) Avail: NTIS HC \$3.25

Proceedings from this conference are reported as held to review the state of the art, identify gaps and difficulties in present knowledge and progress, and indicate approaches and goals for future efforts. The present state of developments of in-situ composites is evaluated, and several recommendations concerning directions of work considered necessary in this rapidly developing new field are presented. Increasing the temperature of turbine inlet gas in aircraft gas turbine engines promises to improve engine performance and economy. Directionally solidified

strengths far exceeding those of the best current superalloys.

N75-23658# Advisory Group for Aerospage Research and Development, Paris (France)

eutectic alloys give indication of achieving high temperature

SPECIALISTS MEETING ON FAILURE MODES OF COM-POSITE MATERIALS WITH ORGANIC MATRICES AND THEIR CONSEQUENCES ON DESIGN

Mer. 1975 162 p refs in ENGLISH; partly in FRENCH Presented

at 39th Meeting of the Struct and Mater Panel, Munich, 13-19 Oct. 1974

(AGARD-CP-163) Avail NTIS HC \$6.25

The aerospace industry's constant search for structural materials which offer advantages of high strength, low density. high fatigue endurance and adaptability to the intended function, is reported. The understanding of the failure mechanism of an isotropic material like a metal, where fracture is essentially a single parameter problem, is still a difficult subject, but the quantitative analysis of the failure of anisotropic composites, where many parameters are involved, becomes infinitely more complex Time conference proceedings contains the text of twelve papers given at the AGARD Specialists Meeting organized to consider the problem. The latest developments in the study of failure of composite materials is contained in these papers. Included are analyses of the failure modes of these materials and presentation of methods to predict such failures. Included also are methodol ogy and equipment for studying failures of composite materials, methods of testing composites to detect incipient failures, and suggestions of design criteria for the use of composites in order to achieve a safe-life design procedure for structures and components constructed of fiber-reinforced composite materials For individual titles, see N75-23699 through N75-23710

N75-23699 Nottingham Univ (England). Dept of Mechanical Engineering

PREDICTION OF STATIC AND FATIGUE DAMAGE AND CRACK PROPAGATION IN COMPOSITE MATERIALS

M J. Owen and P T Bishop In AGARD Specialists Meeting on Fishure Modes of Composite Mater With Organic Matrices and Their Consequences on Design Mar 1975 12 p refs (For availability see N75-23698 15-24)

Finite element stress analysis was used to predict the stresses around a hole in finite width plates febricated from various glass-fiber reinforced plastics. The results were used to predict the initiation of damage at holes under static and fatigue loading and showed that they act as almost fully effective stress concentrators. This approach leaves a number of important problems unsolved. Firstly, for some materials there appears to be a substantial adverse size effect. Secondly, in the life range from 1,000 to 1 million cycles the fatigue curve is nearly straight and attempts to extrapolate to long lives lead to the prediction of zero safe stress amplitude at finite lives. Thirdly, the onset of transverse fiber damage is often an unacceptably severe criterion. Preliminary work on two of the GRP materials has shown that size effects can be represented through a fracture toughness approach and the problems of extrapolation to long lives and damage tolerance can be doalt with by means of a crack growth law (1) based on stress intensity factor range.

N78-23700 Washington Univ., St. Louis, Mo. FAILURE CRITERIA TO FRACTURE MODE ANALYSIS OF COMPOSITE LAMINATES

Edward M. Wu in AGARD Specialists Meeting on Failure Modes of Composite Mater With Organic Matrices and Their Consequences on Design Mar. 1975 11 p refs (For availability see N75-23698 15-24) (Contract F33616-72-C-1514; Grant AF-AFOSR-74-2687)

Quantitative understanding of the paremeters which control composite fracture is imperative to the implementation of fall safe design and inspection of critical load bearing structures. For isotropic materials, fracture is essentially controlled by a single parameter, e.g., the fracture toughness or the stress intensity factor. This one dimensional nature lends itself to experimental quantification. However, for anisotropic composites there are at least seven primary controlling parameters. (1) crack length; (2) orack orientation with respect to material axis of aniantropy. (3) nature of applied combined stresses, (4) lamination geometry. (5) deformational and strength responses of the constituent lamina. (6) three kinematically admissible modes of crack extension and (7) crack trajectory. Because of this large number of parameters, experimental quantification by systematic permutation of the parameters must be realistically viewed as intractable. This paper presents an analytical method of reducing these parameters from seven to two and furnishes experimental observations which lend support to the theoretical model

N75-23701 Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Stuttgart (West Germany)

AN EXPERIMENTAL STUDY TO DETERMINE FAILURE ENVELOPE OF COMPOSITE MATERIALS WITH TUBULAR SPECIMENS UNDER COMBINED LOADS AND COMPAR-ISON BEYWEEN SEVERAL CLASSICAL CRITERIA

U Huetter, H Schelling, and H Krauss In AGARD Specialists Meeting on Failure Modes of Composite Matter With Organic Matrices and Their Consequences on Design Mar 1975 11 p refs (For svallability see N75-23698 15-24)

For conventional isotropic materials failure hypotheses are known, which yield comparative failure stresses for combined load conditions. Such failure hypotheses may be described in three-dimensional failure envelopes, both, experimentally and analytically. For fiber-reinforced composites, with the defined layerwise orthotropy of elestical and mechanical properties, a number of analytical approaches to failure hypotheses are known in order to determine these failure envelopes of fiber reinforced materials experimentally, a testing equipment was set up. Using tubular specimens it was possible to find out the critical failure limits under general in-plane stress. This report describes the installations required, the testing schedule, manufacturing and structural design of the specimens as well as the results found by extensive series of experiments. These results are compared with theoretical values of failure hypotheses available. Author

N75-23702 Institut Superieur des Materiaux et de le Construction Mecanique, Saint-Duen (France) Lab de Rheologie INELASTIC BEHAVIOUR OF COMPOSITES (PLASTIC PREDICTION BY LIMIT ANALYSIS) [ETUDES CRITIQUES DE DIVERS CRITERES DE PLASTICITE APPLICABLES AUX MATERIAUX COMPOSITES]

D Lenizerhy and T Vihn In AGARD Specialists Meeting on

Failure Modes of Composite Mater With Organic Matrices and Their Consequences on Design. Mar. 1975. 20 p. refs. In FRENCH (For availability see N75-23698. 15-24).

The use of mathematical theories to study plastic properties.

limit criteria, and anistropic yield in metal composites was examined.

Transi by E H W

N75-23703 Dormer Werke, Gim b.H., Friedrichshafan (West Germany)

PRACTICAL FINITE ELEMENT METHOD OF FAILURE PREDICTION FOR COMPOSITE MATERIAL STRUCTURES E. Henze and S. Roth. In AGARD. Specialists Menting on Failure Modes of Composite Mater. With Organic Matrices and Their Consequences on Design. Mar. 1975. 11 p. refs. (For availability see N75-23698 15-24).

A dimensioning procedure for anisotropic structures with the same resources already used to calculate and measure isotropic structures is examined. The available means of calculation and measurements are the finite element method and the strain gage technique. The recessory input data for the finite element method are: the elastic constants of the unidirectional lamina, the fiber orientation to a basic system and the contents of the different layers, characterized by the elastic constants and fiber angle, in the whole laminate. The output of the used finite element program are the streases in each lamina of the whole laminate in any structure. These stresses are compared in a failure criteria with maximum stresses measured by simple test specimens. The comparison of calculation and tests of several different specimens, using the procedure described, are presented.

N78-23704 Centre d'Etude des Matieres Plastiques, Paris

INFLUENCE OF FABRICATION PARAMETERS ON THE RUPYURE OF GLASS FIBER REINFORCED PLASTICS (INFLUENCE DES PARAMETRES DE FABRICATION SUR LA RUPTURE DES PLASTIQUES REINFORCES PAR DES FIBRES DE VERRE)

J Pabiot In AGARO Specialists Meeting on Failure Modes of Composite Mater. With Organic Matrices and Their Consequences on Design Mar. 1975 11 p refs. In FRENCH (For availability see N75-23698 15-24)

A qualitative and quantative analysis was made of the marcoscopic rupture mechanism in glass flor spoxy composites. Measurements were made of rupture characteristics under tensile and bending stress in the orthotropic direction.

Transt. by E.H.W.

N75-23705 Technische Univ., Berlin (West Germany).

STRESS AND STRENGTH ANALYSIS OF REINFORCED PLASTIC WITH HOLES. CONSEQUENCES ON DESIGN J. Wiedemann. H. Griese, and M. Glahn /n AGARD Specialists Meeting on Failure Modes of Composite Mater. With Organic Matrices and Their Consequences on Design Mer. 1975 11 p. refs (For availability see N75-23698 15-24)

Composites with outcuts strain distributions in biaxial reinforced specimens were measured and calculated according to the elastic theory. The tangential stress at the edge was compared with the orthotropic strength of the material. Thus failure position and ultimate load could be estimated. To improve strength, various possibilities are proposed: around holes, the woven reinforcement can be widered without cutting fibers, medium sized holes can be reinforced by patches, large outcuts should be shaped in a neutralizing way and stiffened by rovings. If patches are applied, failure occurs at the hole or in front of the patch or by delaminating. Patches with elliptical shape prove advantageous for unidirectional loading according to theoretical and empirical investigations. In case of blastial loading, a round neutralizing patch can be recommunded. With respect to this case, calculations were made for icotropic and orthotropic materials. Also shear stiffness and stress of the adhesive are considered.

N75-23706 Royal Aircraft Establishment, Farnborough (England). Strength and Fracture Section.

FRACTURE BEHAVIOUR AND RESIDUAL STRENGTH OF CARBON FIBRE COMPOSITES SUSJECTED TO IMPACT LOADS

G. Dirrey In AGARD Specialists Meeting on Failure Models of Composite Muter: With Organic Matrices and Their Consequences on Design Mar. 1975 12 p. refs (For availability see N75-23898 18-24)

Carbon liber reinforced plastic (CFRP) has properties such as high specific strength and stiffness which are attractive for

aerospace applications. However, it can be susceptible to impact damage at relatively low incident energies. Brittle fibers in a brittle matrix can absorb appreciable amounts of energy only by fracture processes. This paper describes a variety of such fracture processes by which CFRP laminates can fail under impact conditions. Which failure mode occurs in a particular situation is discussed in terms of material properties, component geometry and the kind of loading. Of particular interest to the designer are residual strengths and stiffnesses after impact and typical are illustrated for CFRP laminates subjected to dropweight and ball our impact, from subcritical energies up to complete penetration. Material modifications, simed at minimizing certain types of impact damage are described and examples given, such as hybrid composites and modified fiber arrangements, which show promise of improved impact resistance. Author

N75-23707 ilT Research Inst., Chicago, ill. Stress Analysis Section

OPTICAL METHODS FOR TESTING COMPOSITE MATERI-

I. M. Daniel In AGARD Specialists Meeting on Failure Modes of Composite Mater. With Organic Matrices and Their Consequences on Design Mar. 1975 20 p. refs (For availability see N75-23698 15-24)

Optical stress analysis techniques and their application to the study of deformation and fracture of composite materials are described and discussed. These include photoelastic coatings. moire grids, holographic interferometry, and liquid crystals. Photoelastic coatings are used to determine full-field surface strain distributions, strain concentrations around gracks and other discontinuities, and initiation, mode and propagation of fracture. Moire techniques yield full-field displacement and strain distributions. They have been applied to the detection of crack propagation and its associated failure modes, the determination of strain concentrations and the study of the interlaminar shear edge effect. The sensitivity of the method can be greatly enhanced by using frings multiplication techniques. Holographic interferometry is most suitable for determining out-of-plane deformations. It is particularly useful in the study of flexure of plates, modes and amplitudes of vibration, and failure modes resulting in out-of-plane deformstions, such as delaminations. The high sensitivity of liquid crystals to heat and their property of emitting visible radiation make them suitable for detecting local delaminations and fatigue fractures. All these techniques have different advantages and limitations. The selection of any one or more of these depends on each particular application.

N75-23708 Commissariat a l'Energie Atomique, Toulouse (France).

POSSIBLE UTILIZATION OF ELECTRON SCAN MI-CROSCOPE FOR THE STUDY OF COMPOSITE MATERIALS WITH ORGANIC MATRIX [POSSIBILITIES D'UTILISATION DU MICROSCOPE ELECTRONIQUE A SALAYGE POUR L'ETUDE DES MATERIAUX COMPOSITES A MATRICE ORGANIQUE]

J. Auvinet and J. Rouchon /n AGARD Specialists Meeting on Failure Modes of Composite Mater. With Organic Matrices an Their Consequences on Design Mar. 1975 5 p refo in FRENCH (For availability see N75-23698 15-24)

The use of a scanning electron microscope to study rupture in metal matrix composites was discussed. Particular attention was given to evaluating the quality of composite impregnation under vacuum and fiber-matrix interfaces. The possibility of qualitative examining fiber corrosion in aged composites was discussed along with surface damage.

Transl. by E.H.W.

N75-23709 Messerschmitt-Boelkow G m b.H., Ottobrunn (West Germany).

DESIGN OF COMPOSITE STRUCTURE WITH RESPECT TO AVOID CRACK PROPAGATION

K Brunsche In AGARD Specialists Meeting on Failure Modes of Composite Mater. With Organic Matrices and Their Consequences on Design Mar. 1975 9 p. ref (For availability see N75-23698 15-24)

Within the manifold of composite structures developed, rotary wings are the best known components. Several types of composite rotorbisdes have been developed, tested, and produced. The experience with fatigue testing many GFP, CFP and mixed modulus coupons and full scale blade sections is used to make some design recommendation how crack propagation might be avoided. Respect is given to both influence of fabrication and influence of environment. For some cases deformation limits up to which no damage propagation occurs are given.

Author

N75-23710 McDonnell-Douglas Astronautics Co. Huntington Beach, Calif.

CONSIDERATION OF FAILURE MODES IN THE DESIGN OF COMPOSITE STRUCTURES

L. B. Greszczuk In AGARD Specialists Meeting on Failure Modes of Composite Mater. With Organic Matrices and Their Consequences on Design Mar. 1975 24 p. refs (For svailability see N75-23698 15-24)

(Contracts N00019-72-C-0221, N00019-73-C-0405)

Pertinent equations are presented for predicting, from the properties of constituents and composite microstructure, the strength of unidirectional composites subjected to tensile, compressive, and shear loading in the fiber and transverse directions, the latter being normal to the fiber axis. Influence of fiber and matrix properties, voids, and ineffective or unbonded fibers on the strength and failure modes of composites are discussed. Typical examples are given on the application of results to the design of composite laminates and structures including-sensitivity of properties of multilayer, multidirectional composites to the aforementioned failure modes; reshaping of cultout shapes in composite plates to minimize the dependance of the plate's strength on a given material strength parameter; use of hybrid multiphase composites to improve strength properties and performance; and use of composite-reinforced metals for buckling critical applications and others.

N76-17212# Advisory Group for Aerospace Research and Development, Paris (France).

FAILURE MODES OF COMPOSITE MATERIALS WITH ORGANIC MATRICES AND THEIR CONSEQUENCES ON DESIGN

G. C. Leornand (Soc. Natl. Ind. Aerospatiele, Les Mureaux) Oct. 1975 8 p

(AGARD-AR-86) Avail: NTIS

Theoretical and experimental data on fracture mechanisms of composite materials with organic matrices are reported along with practical avoidance methods for designers. Data cover the following areas: propagation of cracks in composites, behavior of ply reinforced fabric, and behavior of assembly pites. Temperature and design effects and test equipment are also discussed.

Author

N76-19235# Advisory Group for Aerospace Research and Development, Paris (France).
DESIGN OF STRUCTURES IN COMPOSITE MATERIALS (BASIC DATA AND INTERDISCIPLINARY ACTION)
Jan. 1975 23 p. refs.

(AGARD-R-639, ISBN-92-835-0152-7) A

HC \$3.5

Quality control in the manufacturing of composite materials for use in aircraft structures is discussed. Also discussed are interdisciplinary approaches for materials and design engineers in the development of advanced composites. For individual titles, see N76-19236 through N76-19237.

N76-19236 British Alteraft Corp., Warton (England).
GENERATION OF COMPOSITE MATERIAL DATA FOR
DESIGN

I. C. Taig. In AGARD. Design of Struct, in Composite Mater (Basic Data and Interdisciplinary Action). Jan. 1976. p. 1-7 (For availability see N78-19235-10-34).

Quality control in the manufacturing of fiber composites (laminates) used in aircraft construction is discussed. Specifically considered is the availability of technical information on the mechanical and thermal properties of laminates. The availability of this information is presented in tabular form A rating scale (lettered A to E) serves as a key to the tables and indicates wither extensive technical information (i.e. letter A) or minimal technical information (i.e., letter E). Exposure of laminates to the manufacturing environment (e.g., humidity, solvents) is also considered. It is proposed that the burdensome requirement that every primary composite has its own development program can be eliminated if components are built in standardized ways from a finite family of layups using previously developed structural elements.

N76-19237 Grumman Aerospace Corp., Bethpage, N.Y.
COMPOSITE MATERIALS DESIGN FROM A MATERIALS
AND DESIGN PERSPECTIVE

A August, R Hadcock, and S Dastin In AGARD Design of Struct in Composite Mater (Basic Data and Interdisciplinary Action) Jan. 1976 p 9-19 rafs (For availability see N76-19235 10-24)

24 COMPOSITE MATERIALS

The serospace industry in the United States has made significant strides in the development of advanced composite technology, for primary as well as for secondary structural applications. This technology has advanced to the point where the feasibility of using these materials is no longer questioned. Unfortunately, applications which can reap the benefits of the technology have not developed as fast as they should, since improvements in technical (know-how) education, and experience are required in a number of areas. One such area is the interface. between the design engineer and the materials engineer. The significance of the design engineering/materials engineering interface in the development of advanced structures is examined. To achieve a smooth-working design/materials interface. long-term emphasis in three specific areas is suggested: (1) education (on the industrial level and also bank to the colleges and universities). (2) interdisciplinary development of advanced composites, and (3) development of composites test standards.

N78-23367# Advisory Group for Aerospace Research and Development, Paris (France)
FATIGUE IN COMPOSITE MATERIALS

**A Parish of Parish Composition For Land C

K L. Reifenider (Vir. Polytechnic Inst. and State Univ.) Feb. 1976 28 p. refs (AGARD-R-638) Avail. NTIS HC \$4.00

A general overview of fatigue of composite materials is presented from the standpoint of basic characteristics and concepts, especially in the context of fatigue behavior of motes familiar materials.

25 INORGANIC AND PHYSICAL CHEMISTRY

Includes chemical enalysis, e.g., chromatography, combustion theory, electrochemistry, and photochemistry For telefed information see also 77 Thermodynamics and Statistical Physics

476-18262# Advisory Group for Aerospace Research and Development, Pans (France)

KINETIC ENERGY OF TURBULENCE IN FLAMES
K. N. C. Bray 1975 21 p refs Repr from AGARD Conf.
Proc. 154, Anal. and Numerical Methods for Invest of Flow Fields with Chem. Reactions, especially related to Combust. May

(AGARD-CP-184-Paper-II-2) Avail NTIS HC 53 50

The exact equations of turbulent, chemically reacting flow were used, together with an order of magnitude analysis, to derive an approximate form of the turbulence kinetic energy balance equation for premixed, two-dimensional, turbulent flames at low Mach number and high Reynolds number. Plausible closure hypotheses were then introduced, in order to obtain an equation which reduces to a familiar form of the turbulence kinetic energy equation, in the case of nonreacting flow of constant density Additional terms, related to heat release and mass transport, become important in turbulent flames. Experimentally observed effects of turbulence on a variety of turbulent flame configurations are discussed in terms of this equation.

26 METALLIC MATERIALS

Includes physical, chemical, and mechanical properties of metals, e.g., corrosion, and metallurgy.

N76-17226# Advisory Group for Aerospace Research and Development, Paris (France)
MANUAL ON FATIGUE OF STRUCTURES, VOLUME 2:
CAUSES AND PREVENTION OF STRUCTURAL, DAMAGE.
CHAPTER 6: FRETTING: CORROSION DAMAGE IN ALUMINIUM ALLOYS

William G. Barrola Nov. 1975 89 p refs (AGARD-MAN-9-Vol-2) Avail: NTIS HC \$5.00

The question of damage due to fatigue, fretting, corrosion, and stress corrosion is discussed in detail. The causes of failure are outlined, along with the characteristics of electrochemical corrosion. Prevention of and protection against stress corrosion and electrochemical corrosion were investigated For individual titles, see N76-17227 through N76-17229

N76-17227 Advisory Group for Aerospace Research and Development, Paris (France).

OUTLINE OF THE CAUSES OF FAILURE

In its Manual on Fatigue of Struct., Vol. 2, Chapter 6

1975 p 1-25 (For availability see N76-17225 08-25) The causes of failure are discussed; these include surface demage and low temperature brittleness. Remedies against wear, seizure, galling and fretting are presented along with the effects of fatigue, alloying elements, heat-treatments and ageing on low temperature brittleness.

N76-17228 Advisory Group for Assospace Research and Development, Paris (France). ELECTROCHEMICAL CORROBION

In its Manuel on Fatigue of Struct., Vol. 2, Chapter 6 Nov. 1975 p 25-50 (For availability see N76-17226 08-26)

The theory of chemical corrosion was investigated in detail along with actual corrosion, protection against corrosion, and action against corrosion

N75-17229 Advisory Group for Aerospace Research and Development, Paris (France). STRESS CORROSION OF ALUMINUM ALLOYS

in its Manual on Fatigue of Struct., Vol. 2, Chapter 6 Nov. 1975 p 50-71 refs (For availability see N76-17226 O8-25)

intergranular corrosion and stress corrosion gracking were studied along with gracking mechanisms in aluminum alloys and data and tests relating to those alloys. Progress in stress corrosion testing is reported, and ways of preventing stress corrosion cracking are included.

N76-19268# Advisory Group for Aerospace Research and Development, Paris (France)

SPECIALISTS MEETING ON ALLOY DESIGN FOR FATIGUE AND FRACTURE RESISTANCE

Jan 1976 170 p refs in ENGLISH partly in FRENCH Presented at 40th Meeting of Struct and Mater Panel, Brussels, 13-19 Apr 1975

(AGARD-CP-185, ISBN-92-835-0151-9) Avail HC \$6.75

The conference considering the microstructure of serospace alloys and the associated effects on fatigue and fracture resistance is reported Aluminum, titanium, and ferrous alloys were considered. For individual titles, see N76-19269 through N76-19274

N76-19269 McMaster Univ., Hamilton (Ontario) Metallurgy and Materials Science

BASIC MICROSTRUCTURAL ASPECTS OF ALUMINUM ALLOYS AND THEIR INFLUENCE ON FRACTURE BEHAV-IOUR

J D Embury In AGARD Specialists Meeting on Alloy Design for Fatigue and Fracture Resistance Jan 1976 13 p refs Sponsored in part by Natl. Res. Council and Defence Res. Board (For availability see. N76-19268, 10-28)

Factors which determine the scale and distribution of precipitate particles in aluminum alloys and their effects on yield strength are discussed. The influence of coarse intermetallies on fracture, and intergranular fracture are analyzed in terms of strain hardening

N75-19270 Aluminum Co of America, Alcoa Center, Pa Engineering Properties and Testing Div

DESIGN OF ALUMINUM ALLOYS FOR HIGH TOUGHNESS AND HIGH FATIGUE STRENGTH

J. G. Kaufman, In AGARD. Specialists Meeting on Alloy Design for Fatigue and Fracture Resistance Jan 1976 26 p refs (For availability sue N73 19268 10-26)

The basic concepts employed in designing fracture-resistent aluminum alloys are reviewed, and specific examples of the application of these concepts are presented in detail. The importance of consideration of strength and stress-corrosion resistance in addition to toughness and fatigue strength is emphasized, and it is pointed out that most successful applications of alloy design techniques have been in the areas of toughness and stress corrosion resistance, with little commercial success in the area of fatigue. The roles of interfaces and of various sizes and types of particles in initiating and propagating cracks is examined, and the steps necessary to control the size and specing of insoluble constituents and precipitates as well as the grain morphology are discussed. Outstanding examples of the application of microstructural control are sluminum alloys 2048. 2124, 2419, 7050 and 7475, and the specific approaches to their development as well as data illustrating the commercial success are presented. Of the group, 7475 represents the optimum available in the toughness regime, while 7050 provides the best combination of strength, toughness and stress-corrosion resistance of the commercial alloys. Author

N76-19271 Royal Alforaft Establishment, Farnborough (England). Materials Dept

METALLURGICAL ASPECTS OF FATIGUE AND FRACTURE IN TITANIUM ALLOYS
C A Stubbington In AGARD Specialists Meeting on Alloy

Design for Fatigue and Fracture Resistance Jan. 1976 19 p refs (For availability see N76-19268 10-26)

The basic features of alpha-beta titanium allovs which result in property anisotropy are the elastic and plastic anistropy of the haxagonal alpha phase, and the sensitivity of their microstruc-tures to thermomechanical processing. Mechanisms of fatigue crack initiation and microstructural requirements for resistance to initiation are discussed. The effect of drystallography on fatigue crack growth is described, and the apparent conflict in microstructural requirements for resistance to fatigue crack initiation and resistance to fatigue crack growth is indicated. It is concluded that in future work, microstructure and texture should be considered simultaneously in rolation to fatigue properties, rather than separately, as has largely been the case hitherto. The relationships between microstructure, interstitial content and toughness in titanium alloys are discussed, and the importance of crystallography is highlighted. It is suggested that optimization and control of microstructure, interstitial content, and texture will be required for maximum toughness, and for maximum resistance to stress corrosion and sustained load cracking in alpha-bets alloys it is also suggested that the approach to the texture parameter could either be to randomize it by heat treatment, or to control it and take advantage of the tough orientations. Maximum directional toughness will be obtained by a combination of microstructural optimization and textural toughening

N76-19272 Rockwell International Corp., Thousand Oaks, Calif.

THE EFFECTS OF MICHOSTRUCTURE ON THE FATIGUE AND FRACTURE OF COMMERCIAL TITANIUM ALLOYS N E Paton, J C Williams, J C Chesnutt, and A W Thompson in AGARD Specialists Meeting on Alloy Design for Entique and Fracture Resistance Jan 1976 14 p. refs (For availability Nee N76-19288 10-26)

The metallurgy of commercial alpha + beta titanium alloys permits a great variety of microstructures to be obtained Equivalent strength levels can frequently be obtained in a given alloy with several different microstructures, making it possibble to optimize properties other than attempth and modulus by manipulation of microstructure. The effect is discussed of microstructure on fatigue and fracture behavior of two commercial Tr allovs, Tr-6AI-4V and Tr-6AI-2Sn-42r-6Mo. Emphasis is placed on fatigue grack growth rate (and gorrosion fatigua) properties. and on fracture toughness. The influence of microstructure on secondary properties such as stress corresion cracking is included where appropriate. In order to illustrate principles important to alloy design concepts, reference is made to work on the effects of microstructure and minor element additions (H and O) to single-phase model Trialloys Author

N76-19273 California Univ. Barkeley Lawrence Berkeley Lab Inorganic Materials Research Div

FUNDAMENTAL CONSIDERATIONS IN THE DESIGN OF FERROUS ALLOYS

Victor F. Zackay. In AGARD. Specialists Meeting on Alloy Design for Fatigue, and Fracture Resistance. Jan. 1976. 20 p. refs. Sponsored in part by ERDA, ONR, AFML and Army Mater. and Mech. Res. Conter. (For availability see: N76-19288-10-28).

The elements of defect structure and microstructure in ultrahigh strength steels that influence the plane strain fracture were studied with emphasis on the austernitzing phase in heat treatment. The austernitzing temperature effects, and the fracture toughness of quenched and tempered steels are discussed along with carbon-free ferrous alloys.

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N75-19274 Advisory Group for Aerospace Research and Development, Paris (France).

MECHANICAL PARAMETERS (FATIGUE AND TOUGH-NESS) OF CERTAIN VERY HIGH STRENGTH STEEL ALLOYS [CARACTERISTIQUES D'EMPLOI (FATIGUE ET TENACITE) DE QUELQUES ACIERS A TRES HAUTE RESISTANCE) P. Robbe and C. Amzailag In Its Specialists Meeting on Alloy

P. Robbe and C. Amzaileg In Its Specialists Meeting on Alloy Design for Fatigue and Fracture Resistance Jan 1976 9 p rafs in PRENCH (For availability see N76-19268 10-26)

Investigations were carried out on the following subjects related to cardial steel alloys commonly used in aircraft structures. (1) study of the initiation of fatigue cracks, (2) endurance characteristics under tension/compression (Goodman diagram), (3) determination of the critical constraint intensity factor, and (4) graphs of crack propagation speeds. The following specific steels were investigated 35NCD18, 15CDV8, and 225NKDV 8-4. The results may be used to rank the various materials in relation to their intended use and also provide quantitative information on acceptable constraint values under service conditions.

Author

N76-28408# Advisory Group for Agrospace Research and Development, Paris (France) Structures and Materials Panel REVIEW OF ADVANCED POWDER METALLURGICAL FABRICATION TECHNIQUES IN EUROPEAN NATO COUNTRIES

P. W. Suteliff (Atomic Energy Res. Estab. Harwell, England) Jun 1970-12 p.

(AGARD-R-641: ISBN-92-836-1220-0) Avail NTIS HC \$3 60

Various hat consolidation is chiniques currently under investigation are described for the fabrication of titanium and nickel alloys for application in high-integrity, highly stressed aeroengine components. The present state of the art in this field is evaluated and recommendations made relevant to the preparation of the forthcoming specialists' meeting on Advanced Fabrication. Techniques in Fowder Metallurgy and their Economic Implications.

N76-33332# Advisory Group for Aerospace Research and Development, Paris (France)

THE THEORY, SIGNIFICANCE AND PREVENTION OF CORROBION IN AIRCRAFT

Sep 1976 158 p refs Presented as a lecture series. Wright-Patterson AFB, Ohio. 6-7 Oct. 1976, Delft, Netherlands, 11-12 Oct. 1976, Lisbon, 14-15 Oct. 1976 (AGARD-LS-B4) Avail NTIS HC \$6.75

The significance, implications and economics of the various types of corrosion in aircraft were discussed, as well as the threats and preventive measures for the product life cycle, design, material selection, construction, maintenance and repair, inspection and test. The stress is placed on the need for greater application of known preventive methods, greater visibility of the problem, expanded engineering education, and better practical transfer of knowledge and technology. For individual titles, see N76-33333 through N79-33340.

N76-33333 Promisel (N. E.), Silver Spring, Md. INTRODUCTION: A SURVEY OF THE PROBLEM

N E. Promisel In AGARD The Theory, Significance and Prevent. of Corrosion in Aircraft Sep. 1976 5 p (For availability sea N76-33332 24-26)

The overall situation and perspective of the corrosion problems in aircraft was reviewed. A striking paradox is that, despite extensive research and knowledge in the field of corrosion and practical invesures to combat it, aircraft corrosion damage is still being experienced that annually is costing many millions of dollars, as well as indirect penalities such as aborted missions, decreased aircraft usage factor, and even, occasionally, safety hazards to aircraft and personnel. It appears that there does not exist an adequate transfer of technology between scientists,

engineers, designers, and users. The cost of corrosion should be determined by looking at a complete life cycle of a total system. Aucraft are subject to practically every type of corrosion pitting, intergranular, fatigue, stress-corrosion cracking, crevice, bacterial, embrittlement, fretting, galvanic, etc. Easy access for in situ inspection should be a prime factor in aircraft design.

N78-33334 Tachnische Hogeschool, Delft (Netherlands) CORROSION THEORY AND PRACTICE

W A Schultze In AGARD The Theory, Significance and Prevent of Corrosion in Aircraft Sep. 1976 19 p. refs (For availability see N76-33332 24-26)

A number of basic concepts and definitions related to corrosion were first reviewed, such as metallic corrusion, electrolytic corrosion, electrochemical reaction, electrode reaction. The thermodynamical concept of the equilibrium electrode potential was then introduced and applied to the various types of eleutrode reactions that could occur between metal and environment. The kinetic concepts of polarization and overpotential are treated and applied to the study of the rate of the reactions that are involved in corrosion processes. This is followed by a discussion of the mixed potential theory of electrochemical corrosion for a homogeneous metal. Some aspects of the types of corrosion that can occur when a metal consists of different phases, a combination of different metals is used, or a metal structure is exposed to an inhomogeneous environment or to stresses, are presented; these include pitting corrosion, crevice corrosion, intergranular corrosion, stress corrosion gracking, or corrosion

N76-33335 Ohio State Univ., Columbus. Dept. of Metallurgical Engineering.

ECONOMICS OF CORROSION

R W. Staehle In AGARD The Theory, Significance and Prevent. of Corrosion in Aircreft Sep. 1976 3 p (For availability see N76-33332 24-26)

The uncertainties related to the problems of defining the real costs of corrosion to military situated due to the complete lack of manipulable information were described. Valious information that informal estimates suggest that the costs directly associated with corrosion, including lepair and inspection, are at least 25% of the maintenance costs, which are of the order of \$1.5-2.0 billion per year. Some general considerations which should serve as a reasonable basis for improving the understanding of not only corrosion economics but the general problem of maintenance sconomics are outlined.

N76-33336 Naval Aircraft Materials Lab.. Fleetlands (England). CORROSION IN AIRFRAMES, POWER PLANTS AND ASSOCIATED AIRCRAFT EQUIPMENT

E.J. Hammersley In AGARD. The Theory, Significance and Prevent of Corrosion in Aircraft. Sep. 1976. 16 p. refs. (For availability see N76-33332 24-26).

A review of corrosion problems in airframes, power plants, and aircraft equipment primarily found on neval and other aircraft operating in marine environments was presented. The following factors affecting the problem were first discussed exposure (special nature of marine environment), initial standards (choice of materials, protection and inspection techniques, maintenance), economics (original cost and operating cost), awareness of the problem (training of uners). Specific corrosion problems encountered in the following aircraft components were then described airframe structures (aluminum, magnesium, ferrous, titanium alloys; paint protective systems, geometric considerations, and the use of temporary or supplementary preservatives), engines, and aircraft equipment. Some comments on corrosion monitoring were also given.

N75-3337 Messerschmitt-Boelkow-Blohm G.m.b H., Munich (West Germany). Aircraft Div.
CORROSION PREVENTION TECHNIQUES, MAINTENANCE AND REPAIR

Kgil O. Sippel In AGARD. The Theory, Significance and Prevent. of Corrosion in Alteraft. Sep. 1976. 15 p. refs (For availability see N76-33332 24-26).

Possibilities which exist to increase the corrosion resistance of aircraft structures, mainly involving aluminum alloys, were described. Material selection and its treatment, application of suitable surface protections, and appropriate procedures during assembly were considered. Other materials, such as titanium and steel are also taken into consideration. Special attention is drawn to those problems which arise during assembly and result

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from incompatibility of protective coatings with structural materials or fasteners. Furthermore, a short description of a procedure used to determine inspection intervals by taking corresive influence into account was given As corrosion-preventive costings on surfaces and fasteners are easily damaged, simple and inexpensive repair methods obtain great significance in practice. Therefore, methods in common practice in today's aircraft maintenance to repair corrosion-preventive coatings are described.

N76-3338 Societe Nationale Industrielle Aerospatiale. Suresnes Lab. Central.

CORROSION: STUDY AND DETECTION

M. Brunin, G. Sertour, and C. Bezaud In AGARD The Theory, Significance and Prevent of Corrosion in Alroraft Sep. 1976 16 p. refs (For availability see N76-33332 24-26)

Two lines of approach to the study of corrosion phenomena are examined in parallel: corrosion reproduction and accelerated tests, and determination of corrosion rates. (1) Accierated Corrosion Tests. Various types of test have been developed for the reproduction and acceleration of natural phenomena, such as salt spray, continuous and elternating immersion, and climatic gygle tests, together with exposure to marine and tropical environmental conditions. The development and utilization of these tests by a series of exemples is demonstrated. (2) Measurement of Corrosion Rates. The rate of corrosion is obviously a valuable tool for forecasting damage resulting from this phenomenon, and its measurement is therefore amply justified. Methods used in this context, in particular the use of potentiostatic curves and measurement of impedance at low frequencies, are described. The application of these methods to the testing of snudizing is illustrated. In the context of stress corrosion gracking, the study of the kinetics of crack propagation likewise represents a powerful method of investigation and forecasting.

N76-33339 Ohio State Univ. Columbus. Dept. of Metallurgical Engineering

DESIGNING FOR CORROSION PREVENTION

R W. Staehle In AGARD. The Theory, Significance and Prevent. of Corrosion in Aircraft. Sep. 1976, 26 p. refs (For evallability see N78-33332 24-26)

Approaches that may be used in aircraft design to prevent or minimize, in general, corrosion were discussed. These include: (1) simple preventive ideas, such as avoiding chlorides, high surface stresses, hydrogen in metals, etc., (2) point of view that aircraft must be designed on the basis of cyclic loading or fatigue, (3) the life cycle costs (capital and maintenance) must be kept as low as possible without compromising safety, reliability, or availability, (4) compromise must be made between the use of high strength, light weight, heterogeneous material systems and the chemical or mechanical instability of all engineering materials, with resulting problems of accelerated corrosion due to intimate juxtaposition. Applications were made to the 8-1 program and to various allovs

N76-33340 Advisory Group for Aerospace Research and Development, Paris (France)

PREVENTION AND COMBAT OF CORROSION IN AIR-

CRAFT STRUCTURES, BIBLIOGRAPHY In Its The Theory, Significance and Prevent, of Corrosion in Aircraft Sep. 1976 34 p. refs (For availability ses N76-33332 24-26)

A bibliography with abstracts dealing with sircraft corresion was presented. The following areas were covered: high temperature corrosion, erosion and cavitation, manufacturing processes, non-destructive testing and inspection, failure analysis, fracture, fatigue, and stress corrosion cracking, wear, general and galvanic corrosion, exfoliation, localized corrosion, coatings, surface finish, and plating, power generation, fuels, and combustion, materials selection, testing, and evaluation.

N77-16162# Advisory Group for Aerospace Research and Development, Paris (France).

ADVANCED FABRICATION TECHNIQUES IN POWDER METALLURGY AND THEIR ECONOMIC IMPLICATIONS Nov. 1976 240 p refs in ENGLISH partly in FRENCH Presented

at the 42d Meeting of the AGARD Struct, and Mater. Penel, Ottawa, Can., 4-9 Apr. 1976 IAGARD-CP-200 (SBN-92-835-0171-3) NTIS HC A11/MF A01

The technological and economic achievements of powder metallurgy techniques are considered. The production of powders, the state-of-the-art of tecliniques for consolidation of titanium and superalloy powders to near net shapeny glevelopment of improved materiels qualities, and cost reduction are emphasized. For individual titles, see N77-18153 through N77-15178

N77-15153# Air Force Materials Lab., Wright-Patterson AFB,

TRENDS IN THE APPLICATION OF ADVANCED POWDER METALLURGY IN THE AEROSPACE INDUSTRY

G. P. Peterson In AGARD Advan. Fabric. Tech. in Powder Met. and Their Econ. Implications Nov. 1976 9 p (For primary document see N77-15152 06-26) Avail: NTIS HC A11/MF A01

A variety of jet propulsion and sirframe components were examined in terms of cost factors, it is shown that the dominant factor in increasing costs is metal removal or maghining. Powder metallurgy is proposed as a means of reducing the costs of machining engine and aircraft components. Hot isostatic pressing, rotating electrode process, press and sinter, and extrusion are among the processes discussed.

N77-15154# Commissariat a l'Energie Atomique, Grenoble

(France)

PRODUCTION OF POWDERS FROM TITANIUM ALLOYS BY VACUUM FUSION CENTRIFUGATION (PRODUCTION DE POUDRES D'ALLIAGES DE TITANE PAR FUSION-CENTRIFUGATION SQUE-VIDE

Jacques Decours, Jacques Devillard, and Gerard Sainfort. In AGARD Advan, Fabric, Tech. in Fowder Met. and Their Econ. Implications Nov. 1976 13 p in FRENCH (For primary document see N77-15152 05-26)

Avail: NTIS HC A11/MF A01

A process is presented for fabricating powders of TA6V and TA625D alloys slaborated by fusion centrifugation under election bombardment. An apparatus is described with a capacity for industrial production of metal powder. The properties of the powder thus fashioned are discussed. Large pieces of metal have been worked by frit and spinning at temperatures between 850 and 1 100 C. The structural and mechanical properties of the products in the cold state are compared before and after heat treatment. Transl. by A.H.

N77-16165# Nuclear Metals, Inc., West Concord, Mass PRODUCTION OF TITANIUM POWDER BY THE ROTATING ELECTRODE PROCESS

Gerald Friedman In AGARD Advan. Fabric. Tech. in Powder Met. and Their Econ. Implications Nov. 1976 5 p (For primary document see N77-15152 06-26)

Avail: NTIS HC A11/MF A01

The titanium alloy powder made by the rotating electrode process consists of closely-sized, high purity spherical particles within the range of 50-800 micrometers. Although earlier REP powders had been produced by a technique employing a tungsten cathode, this source of contamination was eliminated as a result of process modifications which make use of titanium cathodes, in either a consumable or nonconsumable mode

Author

N77-15156# Laybold-Herseus G.m.b.H., Hanau/Main (West Germany) PRODUCTION OF HIGH PURITY METAL POWDER BY ELECTRON BEAM TECHNIQUE

H. Stephan In AGARD Advan. Fabric. Tech. in Powder Met. and Their Econ. Implications Nov. 1976 6 p (For primary document see N77-15162 08-26) Avail: NTIS HC A11/MF A01

Manufacturing of metal powders, especially of titanium and nickel-super-alloys of highest purity in the most aconor, ical way is discussed. The powder can be of 100% spherical shape and of 50 - 800 micron diameter and of flake size of 20 - 400 mesh or a mixture of both. High purity is achieved by processing in high vacuum, melting with the piogrammed electron beam and atomizing with a water-gooled rotating disk. This allows reduction of hydrogen from TI-slipys and reduction of C. O2, H2 and N2 from Ni-super-alloys and avoids contamination of the metal powder from the environment, the heat source and the atomizing system.

N77-16167# Atomic Energy Research Establishment, Harwell

(England). Chemistry Div.

TITANIUM POWDER PRODUCTION BY THE HARWELL
CENTRIFUGAL SHOT CASTING PROCESS
P. W. Sutcliffe and P. H. Morton (Imperial Metal Ind. (Kynoch).
Ltd., Birmingham, Engl.) In AGARD Advan Fabric. Tech. in Powder Met, and Their Econ, Implications Nov. 1976 4 p refs (For primary document see N77-18152 08-25) AVall: NTIS HC A11/MF A01

The centrifugal shot casting (CSC) process, which has particular relevance to the production of titanium alloy powders is briefly described. The process is one of several centrifugal stumization techniques being developed throughout the world which incorporates the mechanism of disintegration of molten titanium into discrete droplets. The melting of a titanium alloy electrode and the subsequent atomization as it takes place in the CSC process is illustrated. In addition, calculations of the time taken for pure titanium dioplets of 50-500 micrometers diameter to solidify in flight are presented, as well as the distances traversed during solidification. The dependence of these parameters upon the nature and pressure of the inert gas environment is considered.

N77-15158# Allmanna Svenska Elektriska A. B., Robertsfors (Sweden).

PERFORMANCE AND ECONOMICS OF HIP EQUIPMENT IN INDUSTRIAL USES

Hans T. Larker In AGARD Advan, Fabrio, Tech. in Powder Met. and Their Econ. Implications Nov. 1976 8 p (For primary document see N77-15152 06-26) Avail: NTIS HC A11/MF A01

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Hot isostatic pressing (HIP) is an established process within some segments of industry and emple experience has been gained from the use of ASEA QUINTUS(R) HIP equipment in production, both cold loaded for cemented carbide products and hot loaded for high speed tool steel. A design for the insulation system of HIP furnaces invented about ten years ago and then further developed has proven to give high reliability and low maintenance cost. Examples of HIP processing costs for a cold loaded unit and a hot loaded pressing line are given. The calculated costs ranging from some tens of cents to about a dollar per kg material being treated should enable a rapidly increasing use of the HIP process.

N77-16169# Autoriave Engineers, Inc., Erie, Ps.
PROCESS AND ECONOMIC CONSIDERATIONS FOR
PRODUCTION SCALE HOT ISOSTATIC PRESSING EQUIP-

Charles W. Smith, Jr. In AGARD Advan, Fabric, Tech. In Powder Met. and Their Econ. Implications Nov. 1976 7 p (For primary document see N77-15152 06-26) Avail: NTIS HC A11/MF A01

Equipment which makes the hot isostatic pressing process an economical and viable industrial process is now well developed. Hot and cold louding process systems are compared at a production rate of one cycle per eight hour day. Other comparisons of the two systems include equipment types, equipment costs, and the effect of material processed.

N77-15180# Coneway Pressure Systems, Inc., Columbus, Ohic. NOTES ON SOME ECONOMIC ASPECTS OF HIP M. M. Conaway In AGARD Advan. Fabric. Tech. in Powder Met. and Their Econ. Implications Nov. 1976 5 p (Fur primary document see N77-15152 06-28)

Avail: NTIS A11/MF A01

Two areas of interest involving hot isostatic processing are

addressed. Some of the considerations involved in the concept of operation with respect to preheat are presented. Additionally, some of the results of a study intended to give indications of floor-to-floor processing costs are briefly presented Author

N77-15161# Wiggin (Henry) and Co. Ltd., Hereford (England). NICKEL SUPERALLOY POWDER PRODUCTION AND FABRICATION TO TURBINE DISCS

C. H. Symonds and F. A. Thompson In AGARD Advan. Fabric. Tech, in Powder Met. and Their Egon, Implications Nov. 1976 14 p refs (For primary document see N77-15152 06-26) Avail: NTIS HC A11/MF A01

One area of application has received more attention than any other, this being turbine disks where the requirement is not for the ultimate in high temperature resistance but for optimized mechanical properties at intermediate temperatures. These components land themselves ideally to manufacture by the powder route since nearly all the advantages of powders over conventional routes can be utilized. An integrated prowder production and compaction plant was installed simed at the commercialization of this type of component. Work on the forging of disks from hot isostatically pressed (HiP) billet is reviewed along with indications of the potential for other techniques applicable to the production of powder disks, i.e. preforms plus forging, direct HIP to shape, isothermal forging, thermoplastic processing.

N77-15162# Pratt and Whitney Aircraft, Fast Flattford, Conn. MANUFACTURE OF LOW COST P/M ASTROLOGY TURBINE DISKS

Dennis J. Evans /// AGARD Advan. Fabric, Tech. in Powder Mat. and Their Econ. Implications Nov. 1976 6 p (For primary document see N77-15162 06-26) Avail: NTIS HC A11/MF A01

The use of powder metallurgy to produce components from difficult-to-forge alloys was demonstrated. However, as the costs of raw materials, labor, and processing increase rapidly, the stimulus for continued powder processing development shifts from performance to that of rew material conservation and cost reduction. It was the object of this program to demonstrate the reproducibility of the product obtained from the forging of annular preforms using a carbon modified Astrology powder and to establish production processes and specifications relevant to this product. The technical approach taken was to produce hot isostatically pressed low carbon Astrology forging preforms from two powder sources. One source utilized high pressure consolidation, the other low pressure consolidation. These as-HIP'ad preforms were hammer forged. Subsequent mechanical property evaluation verified the quality of these components and a disk for engine qualification was made available for testing.

N77-15163# Avco Lycoming Div., Stratford, Conn. Materials and Frocess Technology Labs.

ADVANCEMENTS IN SUPERALLOY POWDER PRODUC-TION AND CONSOLIDATION

Louis J. Fledler In AGARD Advan, Fabric, Tech. In Powder Met. and Their Econ. Implications Nov. 1976 9 p (For primary document see N77-15152 06-26) Avail: NTIS HC 411/MF A01

A program was initiated to reduce the cost of fabricating superalloy turbine angine components through the utilization and improvement of powder metallurgical techniques. To date, investigations were conducted on both powder production and powder consolidation. Specifically, it was demonstrated that the cost of powder production could be significantly reduced at the expense of small property changes through the use of virgin materials and powder revert during metring, minimizing inert handling, and the use of coarser mesh fractions. Relative to consolidation, it was also shown that ceramic moids can be used to produce near net shaped parts by direct HIP or by sinter plus HIP schniques. The verification of these processes is currently in progress through the fabrication and evaluation of a full scale turbine disk with an integral stub shaft. Author

N77-15164# Pratt and Whitney Aircraft, West Paim Beach, Fis. Guvernment Products Div.

ISO-FORGING OF POWDER METALLURGY SUPERALLOYS FOR ADVANCED TURBINE ENGINE APPLICATIONS

M. M. Allen In AGARD Advan, Fabric, Tech, in Powder Met, and Their Econ. Implications Nov, 1976 15 p (For primary document see N77-15152 06-26) Avail: NTIS HC A11/MF A01

The Gatorizing forging process is a hot die isothermal technique used to produce complex configurations. This process utilizes the superplastic behavior imparted to advanced supersitory through prior processing and/or controlled forging parameters. This technique is currently being used in the production of all of the turbine disks and many of the compressor disks used in the FTOO engine program. The Catorizing technique has allowed production of a diverse array of precision forged net and near net shape supersitory components. Because the process uses hot dies and relatively low forming rates, the response of the as-Gatorized workpiece to subsequent heat treatment is remarkably uniform. Finally the Gatorizing process offers strong economic advantages over conventional forming techniques in applications which use expensive raw materials, require maximum material properties, or require complex component configuration.

N77-15188# Homogeneous Metals, Inc., Herkimer, N. Y.
METAL POWDER PRODUCTION BY VACUUM ATOMIZA-TION

J. M. Wentzell In AGARD Advan, Fabric, Tech, in Powder Met, and Their Econ. Implications Nov. 1976 6 p (For primary document see N77-16162 08-26) Avail: NTIS HC A11/MF A01

The potential energy for atomization can be stored within the motitan metal, which increases the efficiency. Also, the higher tap densities of vacuum-stomized powders, as compared with argon-atomized powders, is a distinct advantage. Alloy powders based on Ni, Co, Fe, Ci, Al, and misch metal were made successfully by this process. Powder metallurgy will play a dignificant role in this era of conservation and cost reduction, and vacuum atomization has shown that the unconventional approach may offer the most practical solutions to some of our current problems.

N77-18166# General Electric Co., Cincinnati, Ohio.
RENE 95 POWDER METALLURGY OPPORTUNITIES FOR GAS TURBINE APPLICATIONS

David B. Arnold In AGARD Advan. Fabric. Tech. In Powder Met. and Their Econ. Implications Nov. 1978 6 p (For primary document see N7.7-15152 06-28)
Avail: NTIS HC A11/MF A01

An intensive effort in powder metallurgy was initiated for Rene 95 when the powder metallurgy approach emerged as a viable technology through the combined development of powder production and hot isostatic pressing. The status of this effort is reviewed, and the major directions are indicated in which powder metallurgy. Rene 95 is likely to make the most significant contributions.

Author

N77-18167# Motoren- und Turbinen-Union Muendhen G.m.b.H. (West Germeny).

INVESTIGATIONS FOR MANUFACTURING TURBINE DISCS OF NI-BASE SUPERALLOYS BY POWDER METAL-LURGY METHODS

W. Betz, H. Huff, W. Track, M. Brandis, F. Schubert, and W. Spyrs. In AGARD. Advan. Fabric. Tech. in Powder Met. and Their Econ. Implications. Nov. 1976. 19 p. (For primary document see N77-15182 05-26).

Avail: NTIS HC A11/MF A01

The potential advantages arising from powder metallurgical production of turbine disks using different processing methods are discussed. Research work included the following production methods: (1) powder compressed by hot extrusion, disk shaping by forging in a conventional forging press: (2) Argon-atomized powder compressed by hot isostatic pressing (HIP), disk shaping by forging in a conventional forging press; and (3) Argon-stomized powder, compression and simultaneous disk shaping by HiP. The influence of different steps is discussed, e.g. HIP. parameters, folying parameters and heat treatments on microstructure and results of tensile tests (from RT up to 800 C), creep rupture test (650 C and 730 C), and low cycle fatique tests (test bars at RT and 600 C and spinned disks at RT). Parameters were found for HIP in combination with thermomechanical post treatment which produce a microatructure in which the previous particle grain boundaries are not densely covered by carbides. This microstructure leads to mechanical and technological properties which appear to to be adequate for the use of these PH-materials for turbine disks.

N77-15168# Societe Nationals d'Étude et de Construction de Moteurs d'Aviation, Corbeil (France).
INFLUENCE ON THE MECHANICAL PROPERTIES OF

INFLUENCE ON THE MECHANICAL PROPERTIES OF VARIOUS PROCESSING PARAMETERS APPLIED TO NICKEL BASE SUPERALLOYS POWDERS

Pierre Lescop, Michel Marty, and Andre Walder. In AGARD Advan. Fabric Tech in Powder Met. and Their Econ. Implications Nov. 1976. 12 p. in FRENCH: ENGLISH summary (For primary document see N77-15152 06-26). Avail: NTIS HC A11/MF A01.

The characteristics of nickel-base alloys, fabricated from prealloyed powders, are influenced by each of the successive operations. The effect of the main parameters are shown, such as: (1) powder atomization process (rotative electrode, argon atomization), (2) powder granulometry, (3) curbon content of the alloy, (4) densification mode (extrusion, conventional isostatic compacting, fast isostatic compacting, pseudo-isostatic uniaxial compression), and (5) thermal treatments and forging conditions according to the temperature range considered for the application. The structures and the mechanical properties (tension, craep, low cycle fatigue) are examined on siloys fabricated at laboratory scale (IN 100, Astroloy) and on industrial products or various origins (Rene 95, Astroloy low carbon).

N77-15169# National Agronautical Establishment, Ottawa (Ontario).

CONTROL OF GRAIN STRUCTURE DURING SUPERALLOY POWDER PROCESSING

W. Wallace, J.-P. A. Immarigeon, J. M. Trenouth, and B. D. C., Powell In AGARO Advan. Fabric. Tech. in Powder Met. and Their Econ. Implications Nov. 1976 13 P refs (For primary document see N77-15152 06-28)

Ayaii: NTIS HC A11/MF A01

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Factors which influence the control of orain structure during hot isostatic pressing of nickel-base superalloy powders are exemined. The partima precipitate can be used to control grain structure below the gamma solvus, while carbide precipitation on grain and particle boundaries controls the structure at higher temperatures. Carbon and sulphur are the main interstitials on particls boundaries. Flow properties, fracture behavior, and recrystallization during hot forging depend on temperature. strain, strain rate, and initial grain structure of the compact. The effects of these forging variables on final microstructure are Author

N77-15170# Canadian Westinghouse Co., Ltd., Hamilton

(Ontario). Turbine and Generator Div.

POWDER FABRICATION OF FIBRE-REINFORCED SUPERALLOY TURE': E SLADES

P. J. Mazzel, G. Vandrunen, and M. J. Hakim. In AGARD. Advan. Fabric, Tech. in Fowder Met. and Their Econ. Implications Nov. 1976 16 p refs (For primary document see N77-15152 06-26)

Avail NTIS HC A11/N . A01

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A powder metallurgy process was developed to produce superalloy matrix-thoristed tungsten nomposite shapes. The continuous deposition of hafnium of Law and hafnium mitride diffusion barriers on tungsten wire by chemical vapor deposition was demonstrated. Coated fibers were combined with matrix alloy tape to produce composite plies. The plies and be stacked, outgassed and consolidated by hot isostatic pressing an nearor possibly not composite shapes Author

N77-15171# Centre de Recherches Metallurgiques, Llege

11

(Belgium).
HIGH-STRENGTH POWDER-METALLURGY COBALT-BASE

ALLOYS FOR USE UP TO 650 DEG C

J. M. Drapier, P. Viatour, D. Coutsouradis, and L. Habraken In
AGARD Advan. Fabric. Toch. In Powder Met. and Their Econ.
Implications Nov. 1976 14 p refs (For primary document see N77-15152 06-26)

Avail NTIS HC A11/MF A01

The possibility of obtaining high strength levels at intermediate temperatures in experimental cobalt-base alloys prepared by powder metallurgy (P/M) techniques was investigated. The first part of the work concerned P/M grades containing in wt%) 10 to 18%Ni, 20%Cr, 10%Mo and up to 1.8%C, strengthened mainly by solid solution effects and precipitation of carbides. The second part dealt with P/M grades containing lin wt%) 16%Cr, 3 to 5%Mo, 5%Ti and less than 0.1%C s.rengthened by solid solution affects and precipitation of the ordered fic.d. gamma-Co3Ti intermetallic compound. Prealloyed powders sizing less than 500 microns were prepared by N2 atomization and, for some of the Ti-containing grades, by the rotating electrode process After consolidation by hot extrusion of canned pow-ders, the alloys were hot worked by rolling or swaging and subjected to a final uging treatment. Ultimate tensile strengths up to 1850 MN/sq. m at room temperature and 1350 MN/sq. m at 850 C (1200 F) were obtained in the gernma-Co3Ti strengthaned alloys. Relationships between microstructures and mechanical properties are discussed in terms of the powder characteristics, and the extrusion and subsequent hot working and aging conditions. Author

N77-16172# Imperial Metal Industries (Kynoch) Ltd., Birmingham (England).

COMPARATIVE EVALUATION OF FORGED TI-SAI-4V BAR MADE FROM SHOT PRODUCED BY THE REP AND CAC PROCESSES

R. F. Vaughan, P. A. Blankinson, and P. H. Morton, In AGARD Advan, Fabric, Tech. in Powder Met, and Their Econ. Implications Nov. 1976 7 p refs (For primary document see N77-15152 06-28)

Avail: NYIS HC A11/MF A01

Ti-6Al-4V shot was obtained from two sources, the centrifugal shot casting process and the rotating electrode process. The chemistry and size distribution of the two types of shot were compared prior to an evaluation of the consolidated products Alloy shot billets were produced by hot isostatic pressing (HIP) and the mechanical properties of as-HIP and as-HIP + forged/rolled material were compared. The two types of shot behaved in a similar manner and generally produced microstructures, tensile and fracture toughness properties similar to dest and wrought material. However, the low cycle fatigue behavior of the consolidated material was inferior to that observed in the conventional product. Internal fatigue origins were found to be associated with defects in the shot and in general the degree of scatter was higher and fatigue atrengths were lower than in conventional material of a similar section size.

N77-15173# Messerschmitt-Boelkow-Blohm G.m.b.H., Ottobrunn (West Germany). Central Lab.

SOME COMMENYS ON THE MECHANICAL PROPERTIES OF HIP TITANIUM

Wolfgang Keinath In AGARD Advan, Fabrid, Tech. In Powder Met. and Their Econ. Implications Nov. 1976 12 p (For primary document see N77-15152 05-26) Avail: NTIS HC A11/MF A01

The mechanical properties of HIP titanium TIAI6V4 produced under different conditions are discussed and the factors which Influence the fatigue values are investigated.

NY7-15174# General Electric Co., Evendale, Ohio, HOT ISOSTATIC PRESSING OF TI-6AI-4V POWDER FORGING PREFORMS

R. E. Peebles. In AGARD. Advan. Fabric, Tech. in Powder Met. and Their Econ Implications Nov. 1976 8 p refs (For primary document see N77-15152 06-26) AVBII: NTIS HC A11/MF A01

Data are presented concerning powder characterization, hot Isostatic pressing (HIP) parametric studies, producing and lorging HIP preforms, and the datermination of many mechanical properties from forgings as well as as-HIP material. The results of the mechanical property testing are compared to those of the conventional cast and wrought approach as well as to each other. The economics of forging powder preforms, and of using the alloy in the as-consolidated (by HIP) are discussed as well as current problems Author

N77-15175# Air Force Materials Lab., Wright-Patterson AFB,

WELDABILITY OF HOT ISOSTATICALLY PRESSED PRE-

ALLOYED TITANIUM 6AI-4V POWDERS
R. F. Gelsendorfer, L. P. Clark, and M. A. Grøenfield In AGARD Advan, Fabrio, Tech. in Powder Met. and Their Fcon. Implications Nov. 1976 5 p. refs (For primary document see N77-18152 (36-26)

Avail: NTIS HC A11/MF A01

The presiloyed 7/ 6Al-4V powder shapes investigated included REP spherical powder and H/DH irregular powder. Both types were evaluated after three different time-temperature-pressure HIP combinations. In addition, a fourth HIP cycle above the beta transus was conducted with spherical powder only. Welding was conducted on as-compacted material using the bead-on-plate gas tungeten are technique with full penetration and constant weld parameters. Weldmants were evaluated by bend, tensile, and toughness testing in conjunction with radiographic and metallographic techniques.

26 METALLIC MATERIALS

N77-15176# Grumman Aerospace Corp., Bethpage, N.Y. Advanced Materials and Processes Development. MEAR-NET POWDER METALLURGY AIRFRAME STRUC-TURES

R. H. Witt. In AGARD. Advan. Fabric. Tech. in Powder Mei. and Their Econ. Implications. Nov. 1978. 8 p. refs (For primary document see N77-15152 06-26) AVAIL NTIS HC A11/MF A01

The use of powder metallurgy for the reduction or minimization of the acquisition cost of titanium alloy airframe parts is discussed The results of studies regarding the following processes are presented (1) cold isostatic pressing and sintering to produce high density preforms for subsequent hot forging to full-density, near-net shapes, (2) hot pressing of shapes, and (3) hot isostatio pressing to full-density, near-net shapes in a one-stup operation. The primary titunium alloys investigated were Ti-6AI-4V and Ti-6Al-6V-2Sn. Advantages, disadvantages, technological and economic considerations are summarized for each approach and potential future airframe applications are presented.

N77-15177# Atomic Energy Research Establishment, Harwell (England). Chemistry Div.

(England). Chemistry Div.

POWDER PRODUCTION, PART 1 Final Summary

P. W. Sutchiffe In AGARD Advan Fabric. Tech, in Powder

Met. and Their Econ. Implications Nov. 1976 4 p (For primary
document ase N77-15152 06-26)

Avail: NTIS HC A11/MF A01

Methods for producing illanium alloy and nickel alloy powders

The file analysis.

are briefly reviewed.

N77-15178# Air Force Materials Lab., Wright-Patterson AFB,

PowDER CONSOLIDATION, PART 2 Finel Summery
Larry P. Clark In AGARD Advan Fabric, Tech. In Powder Met.
and Their Econ. Implications Nov. 1976 5 p (For primary document see N77-15152 06-26) Avail: NTIS HC A11/MF A01

The state-of-the-art for powder consolidation and associated processing techniques is discussed. The sequence from the handling of powder, through consolidation and to evaluation of the final products is followed. Conclusions are drawn as to the state-of-the-art of powder consolidation into usable shapes and recommendations are made for future activities.

27 NONMETALLIC MATERIALS

Includes physical, chemical, and mechanical properties of plastics, elastomers, lubricants, polymers, textiles, adhesives, and ceramic materials

N77-16182# Advisory Group for Aerospace Research and Development, Paris (France) MECHANICAL PROPERTIES OF CERAMICS FOR HIGH

TEMPERATURE APPLICATIONS

Dec 1976 61 p Presented at the 43d meeting of the Struct and Mater Panel of AGARD, Paris, Oct. 1976 (AGARD-R-651; ISBN-92-835-1232-5) HC A04/MF A01

Analytical techniques for the determination of localized stresses and strains and the application of fracture mechanics, proof testing, and life prediction techniques to ceramics are discussed. High temperature creep properties and design aspects

of ceramic materials are also considered. For individual titles. see N77-16183 through N77-16185.

N77-16183# Karlsruhe Univ. (West Germany). CREEP OF CERAMIC MATERIALS FOR GAS TURBINE APPLICATIONS

Fritz Thuemmier and Georg Grathwohi /n AGARD Meah.
Properties of Ceram. for High Temp. Appl. Dec. 1976 p 1-26
refs (For primary document see N77-18182 07-27)
Avail: NTIS HC A04/MF A01

The creep properties of silicon nitride and silicon carbide are important with respect to their possible application in gas turbines. General aspects of creep including common and unusual creep mechanisms are discussed along with testing procedures and evaluations. The creep of different types of SI3N4. Sialons, and of SIC is reviewed and compared, considering the important influences of purity, microstructure, and environment. Relations of creep to fatigue and to the delayed fracture phenomenon are mentioned. Open questions and future rosearch requirements are discussed.

N77-16184# Durham Univ. (England). Dept. of Engineering Science.

FRACTURE MECHANICS OF HIGH TEMPERATURE CERAMICS

P. M. Bralden. In AGARD. Mech. Properties of Ceram. for High Temp Appl Dec 1976 p 27-39 refs (For primary document see N77-16182 07-27) Avail NTIS HC A04/MF A01

The general concepts of fracture machanics as applied to ceramics are discussed. The experimental techniques necessary for accurate measurement of fracture mechanics parameters are described. Some approaches to the characterization of the fracture properties of some engineering caramics are discussed with particular attention to slow strain rate tests

N77-16185# National Bureau of Standards, Washington, D.C.

Inst for Materials Research.

NEW DESIGN TECHNIQUES FOR BRITTLE MATERIALS S. M. Wiederhorn, N. J. Tighe, and A. G. Evans (Rockwell Intern., Thousand Osks, Calif.) In AGARD. Mech. Properties of Cerm. for High Temp Appl. Dec. 1976 p 41-55 refs (For primary document see N77-16182 07-27) Avail NTIS HC A04/MF A01

Methods of design for improving the reliability of ceramics in structural applications are described. Based on the science of fracture mechanics, these methods provide a rational basis for estimating the lifetime of structural components that are subjected to applied loads. Data obtained by standard strength or fracture mechanics techniques are used to develop design diagrams from which component performance is evaluated. Three types of diagrams are described, depending on whether the critical flaw size in a component is estimated by nondestructive evaluation, proof testing, or statistical evaluation. The validity of the theory was tested experimentally, and, on the whole, agreement between theory and experiment is satisfactory. However, additional experimentation is suggested to fully evaluate the limits

28 PROPELLANTS AND FUELS

Includes rocket propellants, igniters, and oxidizers; storage and handling; and stroraft fuels. For related information see also 07 Aircraft Propulsion and Power, 20 Spacecraft Propulsion and Power, and 44 Energy Production and Conversion.

N76-19295# Advisory Group for Aerospace Research and Development, Paris (France)

FUTURE FUELS FOR AVIATION

1 I Pinkel (Pinkel, I living, Consultant, Fairview Park, Ohio) Jan 1976 41 p

(AGARD-AR-93, ISBN-92-835-1201-4) HC \$4 00

The fuel supply outlook within the NATO nations is considered. Hydrocarbon fuels, alternate fuels as well as specification changes for fuels and changes in aircraft design and operation are discussed. Recommendations for future programs are included.

N77-11185# Advisory Group for Aerospace Research and Development, Peris (France).

SMALL SOLID PROPELLANT ROCKETS FOR FIELD USE Sep. 1976 113 p refs Proceedings held at 47th Mesting of the AGARD Propulsion and Energetics Panel, Linder Hoshe, Germany, 17-19 May 1978

(AGARD-CP-194, ISBN-92-835-0174-8) Avail: HC A08/MF A01

Technological problems are discussed for propulsion systems of advanced small rocket motors for antitunk, anti-aircraft, and light artillery rockets. The noise and shock affects of these weapons are explored. For individual titles, see N77-11186 through N77-11196.

N77-11186# Service Technique de l'Aeronautique, Paris (France). Section Armements Missiles

MILITARY ROCKET AIRCRAFT: INHERENT CONSTRAINTS AND THEIR USES [LES ROQUETTES D'AVIATION: CONTRAINTES INHERENTES A LEUR UTILISATION]
Claude Sengeissen In AGARD Small Solid Propellant Rockets for Field Use Sep. 1976 7 p. In FRENCH (For primary document

see N77-11186 02-28)

Avail: NTIS HC A06/MF A01

The capabilities and disadvantages of aircraft launched. self-propelled rockets are discussed. Transi by A H.

N77-11187# Advisory Group for Aerospane Research and Development, Paris (France).

SPECIFICATIONS OF THE PROPULSION SYSTEMS FOR ANTI-TANK ROCKETS [SPECIFICATIONS DES SYSTEMS DE PROPULSION DES ROQUETTES ANTI-CHARS]

Alain Fournier In Its Small Sgird Propellant Rockets for Field Use Sep 1976 4 p in FRENCHA(For primary document see N77-11185 02-28)

Avail: NTIS HC A08/MF A01

An elevated operating pressure with a temperature coefficient acceptable for full-time use: high combustion speed; and a sonsibility to erosive combustion are required for propulation systems of future anti-tank type, single-stage rockets

Transl by A H

N77-11188# Dynamit Nobel A.G., Cologno (West Germany) DEVELOPMENT OF A SMALL SOLID PROPELLANT ROCKET

MOTOR FOR FLEXIBLE RANGE REQUIREMENTS
Waiter Helmut Dissinger In AGARD Small Solid Propellant
Rockets for Field Use Sep. 1976 13 p. refs (For primary
document see N77-11185 02-28)

Avail. NTIS HC A06/MF A01

Ballistic properties of the conventional German light artillery rocket LAR I are described. The ratio of minimum to maximum range must be smaller to meet military requirements in second generation systems. A solid propellant rocket motor having two propulsive charges and two independent thrust periods of equal thrust levels is proposed. The charges are ignited in sequence by an electronic timing circuit at a predetermined time of delay for optimum thrust for maximum range

N77-11189# Institut fuer Chemie der Treib- und Explosivatoffe. Pfinzial (West Germany).

HIGH ENERGY COMPOSITE DOUBLE BASE SOLID **PROPELLANTS**

W. Kloehn In AGARD Small Solid Propellant Rockets for Field Use Sep. 1976 14 p (For primary document see N77-11186 Avail: NTIS HC A06/MF A01

Ammonium perchiprate is replaced by other exidents as a constituent of composite double base solid propellants to prevent problems caused by hydrogen chloride in the combustion gases. Cyclic nitraminos are substituted and tested. Fabrication techniques and properties of the propellants are discussed.

N77-11190# Centre de Recherches du Bouchet, Vert de Petit

NEW PROPELLANTS FOR TACTICAL WEAPONS: SILANES [PROPERGOLS NOUVEAUX POUR ENGINE TACTIQUES: LES SILILANES]

G. Doriath In AGARD Small Solid Propellant Rockets for Field Use Sep. 1976 7 p. In FRENCH (For primary document sea N77 11185 02-28)

Avail: NTIS HC AOB/MF AOT

The febrication process is described for composite propellents using silicon as a binder, ammonium perchlorate as an oxidont, and aluminum as the reducing agent. The mechanical properties of silanes are discussed and applied to ballistic weapons.

Transl. by A.H.

N77-11191# Centre de Recherches du Bouchet, Vert de Petit

STRONG IMPACT PROPELLANTS OF LITTLE SPECIFIC ATTENUATION FOR RADIQUEECTRIC WAVES [PRO-PERGOLS A FORTE IMPULSION SPECIFIQUE ATTENUANT

PEU LES ONDES RADIOELECTRIQUES]
G. Prigent In AGARD Small Solid Propellant Rockets for Field
Use Sep. 1976 7 p. refs. in FRENCH (For primary document see N77-11185 02-28)

Avail. NTIS HC AOB/MF A01

Temperature rise caused by post-combustion provokes an incresse in electromagnetic waves. Composite propellants were studied to determine the effect of anti-attenuent additives on impact and combustion rate. Transi, by A.H.

N77-11192# Cranfield Inst of Technology (England).
THE MEASUREMENT OF IGNITER HEAT FLUX IN SOLID

PROPELLANT ROCKET MOTORS

I. E. Smith and K. M. Siddiqui /n AGARD Small Solid Propellant
Rockets for Field Use Sep. 1976 13 p refs (For primary
document see N77-11185 02-28) Avail: NTIS HC A08/MF A01

Using platinum thin film gauges, the temporal and axial distribution of heat flux was measured from two different types of igniter compositions and two different igniter geometries. The parameters used were different igniter masses, tube langths, and nozzle throat diameters. The size distribution of the particulate matter arising from combustion of pyrotechnic materiels was investigated. Whereas radiation plays an insignificant part in the total heat transfer process, the 'point' heat flux due to particulate heat transfer was found to be an important mode of heat transport during joniter action.

N77-11193# Ballistic Research Labs., Aberdeen Proving Ground,

AN INTERIOR BALLISTICS MODEL FOR A SPINNING ROCKET MOTOR

Carl W Nelson In AGARD Small Solid Propellant Rockets for Field Use Sep. 1976 6 p. refs (For primary document see N77-11185 02-28)

Avail NTIS HC AOS/MF AO1

A computer model was developed for the spinning motor used in an artillery projectile. Lumpod parameter equations for conservation of mass and energy are solved numerically. Gas properties were studied milking the input from two different propellant grains. Gas dynamic effects due to the swirling of gases through a single central nozzle were investigated. A formula for radial burning rates was derived.

N77-11194# Institut fuer Chemie der Treib- und Explosivatoffe. Pfinztal (West Germany)

DETERMINING THE SHELFLIFE OF SOLID PROPELLANTS F Volk In AGARD Small Solid Propellant Rockets for Field Use Sep 1976 17 p refs (For primary document see N77-11185 02.28)

Avail NTIS HC A06/MF A01

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While stored at various temperatures between 65 C and 90 C, several double base propellants with the same composition, differing only in the stabilizer, were aged artificially to the onset of autocatalytic decomposition. A correlation between the temperature and the storage period was established for the results obtained at the respective temperatures. The continuing aging of the propellant gives rise to stabilizer reaction products which are characteristic of the respective aging condition. These reaction products may be used as a criterion for different stages of aging within the shelf life of solid propellants.

N77-11195# Technological Lab. RVO-TNO, Rijswijk (Netherlands). Rocket Section.

SIMPLE DETERMINATION OF THE MECHANICAL BEHAV-IOR OF DOUBLE BASE ROCKET PROPELLANTS UNDER HIGH LOADING RATES

P. J. Greidanus In AGARD Small Solid Propellant Rockets for Field Use Sep. 1976 14 p. refs [For primary document see N77-11185 02-28) Avail: NTIS HC A08/MF A01

Two methods are discussed and evaluated for determining the mechanical behavior of double base rocket propellants. Unjaxial impact compression by an instrumented drop weight apparatus has advantages over tensile loading. Ultrasonic equipment is used to determine electic properties and localize defects in propellant

N77-11198# Institut Franco-Allemand de Recherches, St. Louis

IMPULSIVE NOISE MEASUREMENT METHODS AND PHYSIOLOGICAL EFFECTS [METHODES DE MESURE DES SRUITS IMPULSIFS ET EFFETS PHYSIOLOGIQUES]

A. Dancer and M. Froboese In AGARD Small Solid Propellant
Rockets for Field Use Sep. 1976 7 p refs in FRENCH (For
primary document see N77-11185 02-28)
Avail: NTIS HC A05/MF AU1
Exposure to complex impulse noise accompanying the firing

of standard armaments results in headache, intense esrache, and a sensation of desiness and may cause lesions to the inner and middle ear. Commercial pressure transducers were evaluated to determine reliability and used in determining precise measurements of the pressure pulses. Transl. by A.H.

31 ENGINEERING (GENERAL)

Includes vacuum technology; control engineering; display engineering; and cryogenics

N75-22487# Advisory Group for Aerospace Research and Development, Paris (France) SPECIALISTS MEETING ON FRETTING IN AIRCRAFT SVSTEMS

Jan. 1975, 229 p. rafs. In ENGLISH, partly in FRENCH Presented at 39th Meeting of the Struct and Mater 28th 1, Munich, 6-12 Oct 1974

(AGARD-CP-181) Avail. NTIS HC \$7.50

The effects of fretting and wear on the minute of aircraft structures and engines are examined. Various consist curisces are categorized in terms of their role in the maintenance of flight profile and structural integrity along with several typical fretting situations. The occurrence of fretting on the fan, dompressor, and turbine blades of jet engines is examined to include the effects on splines, rolling elements, bearing races, and secondary sealing elements of face type seals. The sequence of events which constitute the fretting mechanism is analyzed. For individual titles, see N75-22488 through N75-22503.

N75-22488 Missouri Univ., Columbia, Coll. of Engineering. FRETTING OF AIRCRAFT CONTROL SURFACES David W. Hosppner In AGARD Specialists Meeting of Fretting in Aircraft Systems Jan. 1975 9 p Sponsored in part by ONR (For availability see N75-22487 14-31)

The occurrence of fretting and fretting fatigue in aircraft structures and components is discussed. The terminology and general conditions which produce fretting are defined. The two major elements of the fretting process are identified as; (1) relative displacement between surfaces in contact and (2) a normal load acting upon the surfaces. The conditions which lead to an acceleration of fretting and wear are analyzed. Illustrations of fretting fatigue and damage to representative aircraft components

N75-22489 Messerschmitt-Boelkow-Blohm G.m.b.H. Munich (West Germany). FRETTING OF STRUCTURES FOR MODERN VG FIGHT.

Volker Vontein and Peter E. Seibert In AGARD Specialists Meeting on Fretting in Aircraft Systems Jan. 1975 15 p refs (For availability see N75-22487 14-31)

The fretting phenomenon of structures for fighter aircraft and practical countermeasures to reduce fretting are discussed. Fretting problems caused by wing pivots are examined. The layout and design of the pivot lugs and bearings to avoid fretting are shown. A description of a wing carry-through box for fretting reduction is included. Author

N75-22490 Westland Helicopters, Ltd., Yeovil (England) FRETTING IN HELICOPTERS

J. R. Lee In AGARD Specialists Meeting on Fretting in Aircraft Systems Jan. 1975 10 p (For availability see N75-22487

The fretting problem in helicopters which is created by the high frequency of alternating loads is discussed. Examples are given of some of the more common cases of fretting. The most serious effect of fretting is stated to be reduction in fatigue strength. Mathods for alleviating fretting by clamping pressure to prevent relative movement, improved jubilication, soft low strength interlayers, and hard wear resistant coatings are proposed. The author states that in many cases the only method for oliminating or reducing fretting is to redesign the component.

N75-22491 United Aircraft Corp., Stratford, Conn. Sikoraky Aircraft.

FRETTING FATIGUE IN TITANIUM HELICOPTER COMPO-NENTS

M. J Salkind In AGARD Specialists Meeting on Fretting in Airpraft Systems Jan 1975 6 p refs (For availability see N78-22487 14-31)

Arr analysis of the effects of fretting on the fatigue strength of titanium components used in helicopters is presented. Methods for reducing the effects of fretting consist of cold working of contact surfaces, silver plating, solid lubricants, and sacrificial metallic liners. Electron micrographs of main fracture surface for

typical components are shown. The need for full scale testing to establish fretting characteristics is stressed since there are no representative small specimen tests which duplicate the fretting mechanism and the parameters controlling it

N75-22492# National Aeronautics and Space Administration Lewis Research Center, Cleveland, Ohio.

FRETTING IN AIRCRAFT TURBINE ENGINES

Robert L. Johnson and Robert C Bill In AGARD Specialists Meeting on Fretting in Aircraft Systems Jan. 1975 17 p. refs Prepared in cooperation with Army Air Mobility R and D Lab., Cleveland (For availability see N75-22487 14-31)

The problems created by fretting in turbine engines are discussed The areas of prestent wear identified with the fan, compressor, and turbine blade mountings being the most critical Items. Various methods for reducing or eliminating fratting in a turbine engine are described. Vacuum deposition of coatings by sputtering and ion plating are recommended as an economic method of applying thin films to inhibit fretting.

N75-22493 Societe Nationale d'Études et de Construction de Moteurs Aeronautiques, Corbeil (France).
COMMENT ON WEAR OF NON-LUBRIGATED PIECES IN
TURBOMACHINES [COMMENT REDUIRE L'USURE DES
PIECES NON LUBRIFIEES DANS LES TURBOMACHINES]

J. Thiery and R. Spinat In AGARD Specialists Meeting on Fretting in Aircraft Systems Jan. 1975 14 p in FRENCH; ENGLISH summary (For availability see N75-22487 14-31)

The parts of a turbojet engine which may be damaged by fretting are identified. Fretting wear is investigated on an alternate friction test rig, up to high temperatures, for various solid materials and a number of anti-wear skins. From the results obtained, behavior principles for materials and skins are derived and used as guidelines to solve the main wear problems encountered.

Author

N75-22494 Rolls-Royce, Ltd., Leavesden (England).

THE INFLUENCE OF FRETTING ON FATIGUE

W J Harris In AGARD Specialists Meeting of Fretting in Aircraft Systems Jan. 1975 12 p. refs (For availability see N75-22487 14-31)

The fretting fatigue phenomena for various metals are discussed. Methods for reducing fietting in aluminum alloys are described. The use of epoxy rasin matrix films for fretting reduction is recommended. The use of tungsten carbide-cobalt costs to reduce fretting of titanium alloys is proposed. The results of tests conducted with various types of fretting reduction coatings are analyzed.

N75-22495 Nottingham Univ. (England). Dept. of Metallurgy and Materials Science.

PHYSICS AND METALLURGY OF FRETTING

R B. Waterhouse // AGARD Specialists Meeting on Fretting in Aircraft Systems Jan. 1975 17 p refs Sponsored by Min. of Def. and Sci. Ren. Council (For availability see N75-22487 14-31)

Fretting corrosion and fretting fatigue are concerned with the oscillatory tangential relative movement of two contacting surfaces. In many contacts movement occurs over only part of the contact and fatigue cracks are frequently observed originating in the boundary between the slip and non-slip regions. Temperature rises in the contact zone can lead to the moelectric effects between dissimilar metals but these are less important than metallurgical effects, particularly in heat-treatable materials. Work-hardened and age-hardened alloys are particularly susceptible to fretting damage. The volume of material affected by the stress system is of importance in fratting fatigue.

N75-22496 Metasinstitut TNO, Apeldoorn (Notherlands). SURFACE DISTRESS OF COPPER ALLOYS IN CONTACT WITH STEEL UNDER FRETTING CONDITIONS

A. Begulinger and A. W. J. DeGee in AGARD Specialists Meeting on Fretting in Aircraft Systems. Jan. 1975. 10 p. refs. (For availability see: N75-22487. 14-31)

Study of the fretting behavior of copper alloys against steel showed that, in the presence of a liquid lubricant, the wear process is purely adhesive by nature. Tests, performed under conditions of continuous lubricated sliding, show that such tests may be used to provide a first rough estimate of the behavior of materials under conditions of lubricated fretting, provided that the rate of energy production under sliding conditions equals that under fretting conditions. In the absence of a lubricant the

process is determined exclusively by the formation and subsequent behavior of oxides on the steel surface. Now, tests performed under conditions of continuous sliding give no indication whatever of the behavior of materials under fretting conditions.

N75-22497 Dow Corning G. m. b. H., Munich (West Germany) LUBRICATION UNDER EXTREME PRESSURE [LA LUBRIFI-CATION EXTREME-PRESSION

Paul Dayber and Maurice Godet In AGARD Specialists Meeting on Fretting in Aircraft Systems Jan. 1975 13 prefs In FRENCH (For availability see N75-22487 14-31)

Hydrodynamic action, film formation, and film elimination were studied during mixed lubrication under extreme pressure Llimits and hydrodynamic range were established for lubrication of the solid specimen studied. The gradual build up of a solid lubricating layer resulting from an additive reaction with steel was described. Finally, the competition between the formation of a film by reaction products from the chemical oil additives and the west was observed Transl. by E.H.W.

N75-22498 Rensselaer Polytechnic Inst., Troy, N.Y. Mechanics

DESIGN OF PIVOTS FOR MINIMUM PRETTING

M. B. Peterson and F. F. Ling. In AGARD. Specialists Meeting. on Fretting in Aircraft Systems Jan. 1975 22 p refs (For ovallability see N75-22487 14-31)

An analytical and experimental investigation has been conducted on the fretting of pivots. A test rig was set up which allowed fretting studies to be conducted under a wide range of conditions of frequency, load, amplitude, temperature, time, materials and geometries. It was found that rolling contacts performed much more satisfactorily than sliding contacts because of limited microslip. Dynamic loads, gross silding, and changing of the contact area increase fretting substantially. Open contact geometries are less damage prone than more restrictive ones. Materials like tool steels and carbides are affective over a wide range of conditions when the interestin is limited. Designs are based on those contacts which give microslips less than 00004 in, and pressures less than 220,000 psi since these performed satisfactorily under long term tests. Since, microslips can be unlocated for any given materials and designs research is needed to determine microslip damage limits of various materials. In studying fretting, it is important to clearly understand the motions and the nature of the damage processes.

N75-22499 Hydromacanique et Frottement, Andrezieux (France). Cantre Stephanois de Recherches Mecaniques

NEW POSSIBILITIES OFFERED BY SURFACE TREATMENT IN CONTRAST TO CONTACT CORROSION | NOUVELLES POSSIBILITIES OFFERTES PAR LES TRAITEMENTS DE SURFACE DANS LA LUTTE CONTRE LA CORROSION DE

CONTACT A Gonin, A. Berger, and J. J. Caubet. In AGARD. Specialists Meeting on Fretting in Aircraft Systems. Jan. 1976. 16 p. refs. presence of one drop of medicinal white oil or a commercial lubricant, very small wear sours were produced in one hour Oxidation of the oils increased west slightly. The addition of tetralin hydroperoxide also increased wear. The groatest wear was produced with a mixture of oxidized oil and fine alpha Fe2O3 powder.

N75-22500* National Aeronautics and Space Administration. Lowis Research Center, Cleveland, Ohio.

EFFECT OF VARIOUS MATERIAL PROPERTIES ON THE ADHESIVE STAGE OF FRETTING

Donald H. Buckley In AGARD Specialists Meeting on Fretting in Aircraft Systems Jan. 1976 19 p refs (For availability see N75-22487 14-311

Various properties of metals and alloys have been studied with respect to their effect on the Initial stage of the fretting process, namely adhesion. Crystallographic orientation, crystal structure, interfacial binding energies of dissimiliar motal, segregation of alloy constituents and the nature and structure of surface films have all been found to influence adhesion. High atomic density, low surface energy grain orientations exhibit lower adhesion than other orientations. Hexagonal metals in general manifest less adhesive wear than cubic metal. Knowledge of interfacial surface binding energies can assist in predicting adhesive transfer and wear. Selective surface segregation of alloy constituents can accomplish both a reduction in adhesion and improved surface oxidation characteristics. Equivalent surface coverages of various adsorbed species indicate that some are markedly more effective in inhibiting adhesion than others.

N75-22501 Flat S.p.A., Turin (Italy). SELF-LUBRICATING POLYMERS

Alfredo Franceschini In AGARD Specialists Meeting on Fretting in Aircraft Systems Jan. 1975 17 p. refs (For availability see N75-22487 14-311

Some polymers, either of the thermoplastic or the thermosetting type, are quite suitable as self-lubricating materials. Such bearings are useful whenever lubrication is impossible or impractical for temperature, weight, corrosion or other limitations. The most commonly used plastics in this field are the polytetrafluoroethylene, the polyamides, the polyacetals and the phenolics, these have been joined recently by a family of heat resistant materials, the polyimides. The significant material properties in tribulogy, in absence of lubrication, are the friction coefficient and the wear rate; to these are connected . In a more or less direct way - other physico-mechanical properties: thermal conductivity, hardness, and thermal expansion. With regard to running conditions the prominent parameters are temperature, load and sliding velocity; if they become more severe conventional polymers fall, and one must resort to more specialized materials. like PTFE sintered with bronze and lead, or members of a relatively new group of polymers: the polyimides

N75-22502 Air Force Materials Lab., Wright-Patterson AFB,

FRETTING WEAR BEHAVIOR OF A POLYSILOXANE BONDED SOLID LUBRICANT

R. J. Benzing and B. D. McConnell In AGARD Specialists Meeting on Fretting in Allgraft Systems Jan. 1975 6 p. refs. (For sysilability see N75 22487 14-31)

The development and characteristics of a polysiloxene bonded solid lubricant are discussed. The application of the lubricant to titanium angine compressor units to reduce fretting is described. The chemical properties of the lubricant are analyzed. The test equipment and the method for conducting fretting tests are

N75-22503 Chevron Research Co., Richmond, Calif. FRETTING WEAR OF STEEL IN LUBRICATING OILS 637 Douglas Godfrey In AGARD Specialist Meeting on Fretting in Alteraft Systems Jan. 1975 7 p refs (For availability see N75-22487 14-31)

Fretting wear experiments were conducted to determine the properties of mineral oil which inhibit or promote wear. The apparatus used caused a steel bearing ball to vibrate in contact with a steel block. Large wear scars and alpha Fe2O3 were produced in a few minutes with unlubricated specimens. In the presence of one drop of medicinal white oil or a commercial lubricant, very small wear spars were produced in one hour. Oxidation of the oils increased wear slightly. The addition of tetralin hydroperoxide also increased wear. The greatest wear was produced with a mixture of oxidized oil and fine alpha Fe2O3 powder.

N75-30359# Advisory Group for Aerospace Research and Development, Paris (France) Dovelopment, Paris (France)
ANALYTICAL AND NUMERICAL METHODS FOR INVESTIGATION OF FLOW FIELD WITH CHEMICAL REACTIONS,
ESPECIALLY RELATED TO COMBUSTION
May 1975 324 p refs in ENGLISH and FRENCH Conf held
at Liege, 1-2 Apr. 1974
(AGARD-CP-164) Avail NTIS HC \$9.25

Various methods used to study flows with chemical reactions and combustion are discussed. Major topic areas covered include: classical integration methods used to solve problems of laminar in turbulent (mean flow) combustion; calculation methods used to study turbulent flames, and methods applicable to combustors and their operation and to the analysis of pollutant formation For individual titles, see N75-30360 through N75-30375

N75-30360 Imperial Coll. of Science and Technology, London (England)

NUMERICAL COMPUTATION OF PRACTICAL COMBUE-TION CHAMBER FLOWS

D. B. Spalding In AGARD. Anal and Numerical Methods for Invest of Flow Fields with Chem. Reactions, Especially Related to Combust. May 1975-24 pirefs (For availability see N75-30359

Numerical procedures for predicting combustion-chamber flows include mathematical models of physical processes, and computer programs for solving the resulting differential equations The mathematical models for turbulence, radiation, chemical kinetics, and two-phase effects are briefly reviewed along with the fields of applicability of the computer programs PASS, EASI, STABL and TRIC, all of which employ the SIMPLE algorithm The ways in which the computer programs and the mathematical models can be used for practical purposes are illustrated by steady flame spread in a duct, the axisymmetrical combustor. unsteady flame spread in a duct, the inclined rocket exhaust. the annular combustor sector, and the reaction region of a chemical laser. It is argued that the main current needs are for testing and exploitation of the numerical prediction procedures which recent research has made available

N75-30361 Technische Hochschule, Aachen (West Germany) THEORETICAL ANALYSIS OF NONEQUILIBRIUM HYDRO-GEN AIR REACTIONS BETWEEN TURBULENT SUPER-SONIC COAXIAL STREAMS

H. Roertgen In AGARD Anal. and Numerical Methods for Invest. of Flow Fields with Chem. Reactions, Especially Related to Combust. May 1975–10 p. refs (For availability see N75-30359 21.311

An analytical study is made of the free turbulent mixing and combustion taking place in the mixing layer between a gold supersonic central hydrogen jet and a preheated supersonic coaxial air stream. Finite difference approximations are developed that uncouple the governing equations by local linearization techniques together with Iterative methods. Eddy viscosity models are used to describe the turbulent transport processes. Models are investigated for the prediction of the combustion process: (1) local chemical equilibrium and (2) steady state kinetics. Experimental investigations of the studied hydrogen-air flame are carried out. The numerical predictions are compared with the experimental results

N75-30362 Sociote Generale de Constructions Electriques et Mecaniques Aisthom, Grenoble (France). THE SIMULATION OF TURBULENCE IN IRREPRESSIBLE

MODELS (LA SIMULATION DE LA TURBULENCE DANS LES MODELES PETULA

J. P. Huffenus In AGARO Anal. and Numerical Methods for Invest. of Flow Fields with Chem. Reactions, Especially Related to Combust. May 1975—14 p. refs. In FRENCH; ENGLISH summary (For availability see N75-30359 21-31)

Mathematical models of turbulent flow are examined, it is shown that partial differential equations are not sufficient to solve the problem of determining turbulent flow characteristics in two parameter models. A model based on these findings is proposed for constant density flows and for flows with density differences, in which the force of gravity can modify the

N75-30363 Office National d'Etudes et de Recherches

Aerospatiales, Paris (France)

NUMERICAL ANALYSIS OF THE INFLAMMATION PHASE IN A TURBULENT MIXING BOUNDARY LAYER JANALYSE NUMERIQUE DE LA PHASE D'INFLAMMATION DANS UNE COUCHE DE MELANGE TURBULENTE)

Otto Leuchter In AGARO Anal. and Numerical Methods for invest of Flow Fields with Chem Reactions, Especially Related to Combust. May 1975 29 p. refs. In FRENCH, ENGLISH summary (For availability see: N75-30359 21-31)

A numerical description is given of the inflammation process in the turbulent mixing region between a fuel jet imixture of H2 and AR) and an external air stream, the two fluids being at the same temperature and of the same density. The initial conditions at the confluence are characterized by the velocity ratio and the initial boundary layer thicknesses. The description of the fields of mean quantities and second order correlations is performed by means of balance equations constructed from the general conservation theorems. Simplifying assumptions are introduced for the chemical kinetics, accounting for the particular behaviour of the hydrogen-oxygen chain reaction in the region of short ignition delay. The number of equations describing the chemical production and the effects of turbulence on it may thus be considerably reduced. The numerical solutions have revealed that the slowing effects of the turbulence are little affected by the initial conditions but depend essentially on the behaviour of the kinetics in the mixing layer, whenever the reduction of the inflammation length in the presence of boundary layers is due mainly to the distorsion of the mean velocity field A simple criterion for the inflammability of jets is established taking into account these results

Dept. of Applied N75-20264 California Univ., La Joila. Mechanics and Engineering Sciences
A REVIEW OF SOME THEORETICAL CONSIDERATIONS OF TURBULENY FLAME STRUCTURE

F A Williams In AGARD Anal. and Numerical Methods for Invest of Flow Fields with Chem Reactions, Especially Related to Combust May 1875 25 p (For availability see N75-30369 21.31)

The structure and motion of a laminar flame in a shear flow is considered. The atrain rate is established as a key turbulent-flow factor influencing flams structure it is concluded that promixed turbulent flames seldom are composed of an ensemble of sheared, premixed, laminer flames, while turbulent diffusion flames often are composed of a collection of faminar diffusion flames. A statistical description of premixed turbulent flame structure is outlined for turbulence of low intensity. The use of coupling functions is discussed for describing the structure of turbulent diffusion flames that consist of a statistical collection of faminar diffusion flames for which the flame-sheet approximation is applicable. It is shown how to obtain in a simple manner the average local volumetric production rate of nitric oxide in the turbulent diffusion flame, requiring as input only the local probability density function for the inert, evaluated at an inert concentration which corresponds to the flame-sheet position Author

N75-30365 Southampton Univ (England).

KINETIC ENERGY OF TURBULENCE IN FLAMES
K. N. C. Bray In AGARD. Anal. and Numerical Methods for Invest of Flow Fields with Chem. Reactions, Especially Related to Combust May 1975 20 p refs (For availability see N75-30359 21.31)

The exact equations of turbulent, reacting flow are used, together with an order of magnitude analysis, to derive an approximate form of the turbulence kinetic energy balance equation for premixed, two-dimensional, turbulent flames at low Mach number and high Reynolds number Plausible closure hypotheses are then introduced, in order to obtain an equation which reduces to a familiar form of the turbulence kinetic energy equation, in the case of nonreacting flow of constant density. Additional terms, related to heat release and mass transport, become important in turbulent flames. Experimentally phaetyed effects of turbulence on a variety of turbulent flame configurations are discussed in terms of this equation.

N78-30366 Agrospace Research Labs , Wright-Patterson AFB.

A NUMERICAL SPECTROSCOPIC TECHNIQUE FOR ANALYZING COMBUSTOR FLOWFIELDS
Michael E. Neer In AGARD Anal. and Numerical Mathods for

Invest of Flow Fields with Chem Reactions, Especially Related to Combust. May 1975-22 p. rels (For availability see N75-30359 21.311

A computer program which calculates the ultraviolet emission and absorption spectra of OH is presented for use in conjunction with numerical programs which predict combustor flow field properties. Spatial distributions of OH number density and temperature, resulting from analytical flow field calculations, are used as input data for calculating the absolute intensities of the spectra. Of particular interest is the ability to calculate the shapes of the intensity envelopes associated with the low resolution slit settings of a given spectrometer. Comparisons are made with actual spectral data obtained with various degrees of spectral resolution. The computer program is also used to generate graphical inversion techniques for analyzing experimental spectra An example is given in which one such graphical technique is used to obtain average temperatures and number densities along the axis of an axisymmetric duct containing a supersonic diffusion flame Another example is presented to demonstrate the manner in which a second inversion technique can be used to obtain radial profiles of temperature and OH number density from radial scarning of an axisymmetric combustor flow field. Two cases involving thermodynamic nonequilibrium are also discussed, one of which involves a hot vibrational band and the other an electronic nonequilibrium

N75-30367 Office National d'Études et de Recherches Aerospatiales, Paris (France)

ANALYTICAL METHOD FOR PREDICTING CHEMICAL REACTION RATES IN THE PRESENCE OF INHOMOGENEOUS TURBULENCE (APPLICATION TO TURBULENT COMBUSTION) (METHODE ANALYTIQUE EN PRESENCE D'UNE TURBULENCE NON HOMOGENE (APPLICATION A LA COMBUSTION TURBULENTE))

Roland Borghi In AGARD Anal and Numerical Mathods for Invest of Flow Fields with Chem. Reactions, Especially Related to Combust May 1975 28 p refs in FRENCH, ENGLISH summary (For availability see N75-30359 21-31)

A theoretical approach to the reciprocal influence between turbulence and chemical reactions is presented. The approach is based on a conventional method for studying turbulence in inhomo-jeneous, monreactive flows, where the fluctuation evolution is followed and calculated by the evolution of their moments of order two. A quantitative calculation of the influence of turbulence on reaction rates is obtained by adding numerical calculation to analytical analysis.

N75-30368 California Univ., La Jolia. Dept of Applied Mechanics and Engineering Sciences STUDIES RELATED TO TURBULENT FLOWS INVOLVING FAST CHEMICAL REACTIONS

Paul A. Libby In AGARD Anal anti Numerical Methods for Invest. of Flow Fields with Chem. Reactions, Especially Related to Combust. May 1975–18 p. refs (For availability see N75-30359)

Turbulent flows involving chemical reactions in the simplest chemical system, fuel-oxidizer resulting in a single product are investigated. The conditions of the flow are assumed to be such that at a molecular level the reactions are infinitely fast. In this limiting case the properties of the turbulence determine the extent of chemical reaction. The physical picture of the chemical aspects of the flow which results from the assumption of fast chemistry and the experimental evidence to support this picture are emphasized. The mathematical consequences appropriate for the case of highly dilute reactions is then developed; it is shown that the crux of the problem of describing analytically the mean composition field resides in knowledge of rather detailed properties of a synthetic scalar quantity whose behavior can be related to that of a passive scalar in turbulent flows, for example, temperature or the concentration of helium in helium-air mixtures. In particular, It is shown that if at each point in the flow in question the probability density function of a synthetic scalar quantity is known, then the mean composition and the mean rate of creation of each species is determined. The results of calculations of a two-dimensional mixing layer with fuel in one stream and with oxidizer in the second stream are given. The results show the expected finite reaction zone.

N78-50368 Laboratoire d'Aerothermique du C.N.R.S., Meudon

QUASI-EQUILIBRIUM METHOD FOR STUDY OF RELAXED FLOW METHODE DE QUASI-EQUILIBRE POUR L'ETUDE DES ECOULEMENTS RELAXES!

R Pruhomme In AGARD Anal. and Numerical Methods for Invest of Flow Fields with Chem Reactions, Especially fletated to Combust May 1975 17 p refs in FRENCH; ENGLISH summary (For availability see N75-30359 21-31)

A quasi-equilibrium method which computes the evolution of a steady one dimensional relaxed flow is presented along with flow conservation equations written for a multireaction system. Numerical results are given for mixtures of H-H2 and H-H2-HF-F2. Other topics considered include integration stability. mass flow rate determination, and transonic zone

N75-30370 Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany) Space Div

CALCULATION OF THE EFFECT OF AFTERBURNING IN EXTERNAL SUPERSONIC FLOW BY MEANS OF A METHOD OF CHARACTERISTICS WITH HEAT ADDITION AND MIXING LAYER ANALYSIS

P. Mittelbach In AGARD Anal, and Numerical Methods for Invest of Flow Fields with Chem Reactions, Especially Related to Combust. May 1975-16 p. refs (For availability see N75-30359

A method is described for the calculation of the effect of afterburning in supersonic flow in the vicinity of a base body on the pressure distribution along this body. The basis for it is a method of characteristics, where the heat addition is prescribed. information on the distribution of heat sources is gained by an analysis of the turbulent leacting mixing layer applying the Patankar/Spalding boundary layer program. Examples showing the usefulness of this approach are given.

N75-30371* National Aeronautics and Space Administration. Langley Research Center, Langley Station, Va. **SUPERBONIC MIXING AND COMBUSTION IN PARALLEL**

INJECTION FLOW FIELDS

John S. Evans and Griffin Y. Anderson In AGARD Anal. and Numerical Methods for livest of Flow Fields with Chem. Reactions, Especially Related to Combust. May 1976. 8 p. refs (for evaluability see N75-30369 21-31)

Adequate prediction techniques for supersonic, mixing, reacting flows are of great importance in the design and performance analysis of supersonic combustion ramjet (scramjet) engines. Analytical programs for parallel injection flow fields with chemical reaction and turbulent mixing are now svallable for both single and multiple-jet flows. The application of these analyses to simple flow geometries is discussed, and comparisons also are made with data on the more complex case of multiple-jet, reacting flows. A review is given of Langley investigations of parallel injection flow fields. Among these are single-jet studies of nonreacting, turbulent mixing (H2 in air and H2 in N2), and of reacting turbulent mixing (H2 in air) with both single and multiple jets. Implications of the results of the studies for scramjet fuel injector design are discussed.

N78-30372 Naples Univ. (Italy). Inst. of Aerodynamics TURBULENT BOUNDARY LAYER IN HYBRID PRO-PELLANTS COMEUSTION

R. Monti In AGARD Anal. and Numerical Methods for Invest. of Flow Fields with Chem. Resolions, Especially Related to Combust: May 1975 21 p. refs (For availability see N75-30359 21-311

Hybrid propellant combustion models (solid fuel and liquid oxidizer) are reviewed. The general equations for turbulent boundary layer combustion, together with the interface boundary conditions, are written Combustion theories and working formula for solid fuel regression rates assume different orders of magnitude for the characteristic time ratios of the relevant processes (i.e. fuel vaporization, gas-phase chemical reactions, and oxidizer diffusion) It is shown that the models based on linite characteristic time for diffusion and chemical reaction explain the experimentally observed regression rate dependence on both mass flux and combustion pressure.

N75-30373 Deutsche Forschungs- und Versuchsanstelt füer Luft- und Reumfehrt, Port (West Germany)
SOME PROBLEMS AND ASPECTS IN COMBUSTOR MODELLING

F Suttrop In AGARD Anal and Numerical Methods for Invest of Flow Fields with Chem. Reactions, Especially Related to Combust May 1975 6 p (For availability see N75-30368

Development of a theoretical combustor model that predicts CO and NO emissions and is applicable to industrial burners as well as gas turbines is described Factors considered include: determination of the amount of NO formed in the flame front; selection of the correct rate constant for the reaction which controls NO formation; the temperature drop caused by radiation; and the effect of the initial amount of radicals on the NO

N75-30374 Sheffield Univ (England) Dept of Chemical Engineering and Fuel Technology.

MEASUREMENT IN TURBLEINT FLOWS WITH CHEMICAL REACTION

N. A. Chigier In AGARD Anal and Numerical Methods for Invest, of Flow Fields with Chem. Reactions, Especially Related to Combust. May 1975-18 p. rats (For availability see N75-30359 21-31)

Measurements in turbulant flows are considered particularly for their relevance to the prediction of flows with combustion. The relative accuracy of instruments used for the measurement of velocity, temperature, gas, and solid concentrations is discussed and examples are given of changes in the magnitudes of flame properties as measuring techniques have improved. The requirement of varying the time period for everaging according to the local conditions is stressed and it is shown that, under certain conditions, the averaging procedure can conceal the physical nature of the phenomena that is being measured. The disturbance to the flow and the errors introduced by using water-cooled pitot tubes for velocity, suction pyrometers for temperature, and relatively large water-gooled auction probes for particle and gas annivals are discussed. It is argued that future measurements in flames should be made with leser probes and that all measurements should be made optically, without the introduction of physical probes. Developments in laser anemometry and laser Raman spectroscopy are reviewed. Examples are given of measurement by laser probes of velocity in frames with swirl and of temperature and specie concentration in turbulent diffusion flames. The important role of accurate measurement in the formulation and testing of analytical and numerical prediction theories is stressed

N75-30375 Technische Hogeschool, Delft (Netherlands). Dept of Mechanical Engineering

And the second s

SOME MEASUREMENTS AND NUMERICAL CALCULA-TIONS ON TURBULENT DIFFUSION FLAMES 634 n24 Th. T. A. Paauw In AGARD Anal. and Numerical Methods for invest, of Flow Field with Chem. Reactions, Especially Related to Combust. May 1875 11 p refs (For availability see N75-30359

Measurements and the result of calculations are presented for the combustion flow field in a conical furnace, constructed so that boundary layer approximations are valid. Two types of flames are observed, an attached and a lifted flame. Measurements of temperature, velocity, and the mass fractions of N2, O2. CH4, and NO are obtained for the radial profiles at different distances along the cone it is shown that the measured concentration of NO is sensitive to the flame type.

N76-11306# Advisory Group for Aerospace Research and Development, Paris (France).

LABER HAZARDS AND SAFETY IN THE MILITARY ENVIRONMENT

Aug. 1975 105 p. refs. Conf. held at Germany, 22-23 Sep. 1975, The Netherlands, 25-26 Sep. 1975, and Norway, 1-2 Oct. 1975; sponsored by the Aerospace Medical Panel and the Consultant and Exchange Panel of AGARD (AGARD-LS-79) Avail: NTIS HC \$5.50

A review of the theory, principles, and applications of laser systems was presented, with special emphasis on associated possible accidental injuries, safety precautions and codes, protective devices. For individual titles, see N76-11307 through N76-11318.

N76-11307 Western Ontario Univ., London. Dept. of **Physics**

PROPERTIES OF ELECTROMAGNETIC HADIATION

J. Win. McGowan In AGARD Leser Hazards and Safety in the Mil. Environ. Aug. 1975 9 p refs (For availability see N76-11306 02-31)

The basic principles dealing with electromagnetic radiation were discussed, particularly as they relate to the development of the Laser and insofar as life processes are affected by light. It was pointed out that, although the electromagnetic spectrum extends over more than thirty orders of magnitude, that portion of it now dominated by the Laser only includes four. It is through this range that all life processes are affected by light and, in particular, the eye can easily be damaged by it.

N78-11308 Western Ontario Univ., London. Dept. of Physics. LASERS

J. Wm. McGowan In AGARD Laser Hazards and Safety in the Mil. Environ. Aug. 1976 12 p. refs (For availability see N76-11306 02-31)

Principles and properties of the laser were discussed in some detail together with a description of the various types of lasers and their applications

N76-11309 Army Environmental Hygiene Agency, Aberdeen Proving Ground, Md. Laser Microwave Div. INSTRUMENTATION AND MEASUREMENT OF LABER RADIATION

David H. Sliney In AGARD Laser Hazards and Safety in the Mil. Environ. Aug. 1975 9 p refs (For availability see N76-11306

New laser instruments and measurement techniques evolved during the past decade were reviewed. The measurements of primary interest in the evaluation of laser hazards are: output energy or power, pulse duration, beam profile and divergence, and pulse repetition frequency (PRF). The most useful types of detectors and hearn profile methods were discussed. Short-out check tests were also given.

N76-11310 Letterman Army Inst. of Research, San Francisco, Non-lonizing Radiation Div.

OCULAR EFFECTS OF LASER RADIATION: CORNEA AND ANTERIOR CHAMBER

Edwin S. Beatrice and Bruce E. Stuck In AGARD Laser Hazards and Safety in the Mil. Environ. Aug. 1975 5 p. rafe (For availability see N76-11306 02-31)

The effects of infrared laser radiation on the corner and skin of humans were considered. Three areas were discussed: normal anatomy and physiology of both tissues, summary of those laser systems which may interact with these tissues, and effects of these systems on tissues. It is pointed out that threshold damage to the eye from CO2 laser radiation is confined to the more superficial areas of the comes. At above threshold levels, damage is observed to the entire thickness, and some changes in the anterior chamber are observed.

N76-11311 Letterman Army Inst. of Research, San Francisco. Calif. Non-todizing Radiation Div.

OCULAR EFFECTS OF RADIATION: RETINA

Edwin S. Beatrice In AGARD Laser Hazards and Safety in the Mil. Environ. Aug. 1976 4 p refs (For availability see N76-11306

A discussion of threshold levels associated with injuries to the primate ratina from exposure to visible and near infrared laser radiation was given. It is explained that, while the ratins is subdivided into ten identifiable layers, the absorption site of the visible and near infrared laser sources is limited to the melanin granules of the retinal pigment epithelium. The mechanism of injury at the above threshold exposed site is thermal. The endpoint for the determination of threshold levels can be subdivided into three areas: grossly observable retinal opacity level, light microscopic cellular alteration at the distal photoreceptor and pigment epithelial level, and subcellular change at the magnification power of the electron microscopia level.

N76-11312 Royal Air Force Inst. of Aviation Medicine. Farnborough (England). DETERMINATION OF SAFE EXPOSURE LEVELS: ENERGY

CORRELATES OF OCULAR DAMAGE
R. G. Borland In AGARD Laser Hazards and Safety in the

Mil. Environ. Aug. 1975 6 p. refs (For availability see N76-11306 02-31)

Three techniques were used to define practical but safe criteria for use with laser systems. These are: inspection of the eye by optical means (ophthalmoscopy), fluorescein angiography, and microscopy (light and electron). The detection of damage is a form of quantal response and the determination of the threshold level is normally based on the energy or power which will result in a given probability of damage being detected. The energy correlates of damage depend on wavelength, pulse width or exposure time, repetition rate, tissue type and pigmentation, and ocular quality. This complex relationship necessarily limits experimental research to laser systems of special interest and so the interpolation of data to formulate overall sale exposure levels is necessary.

N76-11313 Army Environmental Hygiene Agenty, Aberdeen Proving Ground, Md. Laser-Microwave Div. DERIVATION OF SAFETY CODES. 1: USA EXPERIENCE David H. Sliney In AGARD Laser Hazards and Safety in the Mil. Environ. Aug. 1975 13 p refs (For availability see N76-11306 02-31)

A review of the problems encountered in setting safety standards and the complementary laser system classification and field safety controls since 1965 was presented. Originally, only two or three limits were provided. However, since 1972, a sliding scale of limits varying with exposure duration, wavelength, and PRF have been in use, are now standardized throughout the USA, and are described in the paper.

N76-11314 Royal Air Force Inst. of Aviation Medicine. Farnborough (England).

DERIVATION OF SAFETY CODES. 2: UK EXPERIENCE R. G. Borland In AGARD Laser Hazards and Safety in the Mil. Environ. Aug. 1975 6 p. refs (For availability see N76-11306

A review of laser safety codes in use in the United Kingdom since 1965 was presented. The initial codes were based on limited experimental data and so tended to be over-cautious. More recent studies have been related to the practical situation of ocular irradiation by parallel beams and have suggested that the retinal radiant exposure for damage increases with decreasing image size; it followed that a considerable relaxation of the recommendations published in 1972 was possible. The British Standards institute (BSI) has since then recommended adoption of the American Conference of Governmental Industrial Hygianists (ACGIH) exposure levels.

N76-11316 Royal Air Force Inst. of Aviation Medicine. Farnborough (England).

OFTHALMOLOGICAL EXAMINATION OF LASER WORKERS AHD INVESTIGATION OF LASER ACCIDENTS

D. H. Brennan In AGARD Lesser Hezards and Safety in the

Mil. Environ. Aug. 1975 11 p. ref (For evallability see N76-11306

Those espects of ocular structure and function which are relevant to laser induced damage in man were discussed, including the transmission and absorption characteristics of ocular tissues and the natural protective mechanisms of the eye. A acheme for the ocular surveillance of laser workers was presented with an evaluation of the role of the field and other specialized examinations. The procedure to be followed in the event of a laser accident was discussed. It is recommended that this involves a biophysical assessment of the accident with particular reference to energy or power densities which may have been incident on the cornea, as well as a detailed ocular examination. This may include fluorescein angiography, which has been found to be a more sensitive technique for detection of damage than ophthal-inoscopy in monkeys.

N76-11316 Army Environmental Hygiene Agency, Aberdeen Proving Ground, Md. Laser Microwave Div. LASER PROTECTIVE DEVICES

David H. Sliney In AGARD Laser Hezards and Safety in the Mil. Environ. 1975—11 p. refs (For availability see N78-11306 02-31)

The ideal characteristics of leser eye protective devices were presented and the present filter materials and goggle designs were compared with the ideal. Although the skin requires protection from lesers emitting in the ultraviolet and far-infrared regions at comparable exposure levels that may cause eye injuries, protection of the eye remains paramount.

Author

N77-11221# Advisory Group for American Hesuston and Development, Parts (France)
APPLICATIONS OF NON-INTRUSIVE INSTRUMENTATION IN FLUID FLOW RESEARCH

IN FLUID FLOW RESEARCH
May 1976 309 p. refs. in ENGLISH, partly in FRENCH. Presented
at the Fluid Dynamics Panel Symp., Saint-Louis, France, 3-5. May

1976 (AGARD-CP-193, ISBN-92-835-0176-4) Avail NTE HC A14/MF A01

The special and unique advantages of promising measuring concepts such as the Laser Doppler Velocaminer, electron beam, and Reman scattering are described Emphasis is placed on measuring accuracies, limitations corrections, and other problem areas. Techniques for measurement of velocity, thermodynamic properties, and other flow characteristics, in turbulon shear layers, flow fields, and combustion-mixing flows are included. For included littles, see N77-11222 through N77-11248.

N77-11222# Institut Franco-Allemand de Recherches, St. Louis (France)

REVIEW ON HIGH SPEED APPLICATIONS OF LASER ANEMOMETRY IN FRANCE AND GERMANY

H J Pfeifer In AGARD Appl of Non-Intrusive Instrum Fluid Flow Res. May 1978 18 p. rels that primary document see N77 11221 02-31)

Avail NTIS HC A14/MF A01

The development and use of laser anomometry in various French and German high-speed wind tunnels is discussed. In these studies the fringe type anemonister was used exclusively because it is insensitive to vibrations and high sound levels Moreover, this type of anemometer is supposed to give the most accurate results with respect to mean flow velocity and turbulence intensity. This is especially triu if electronic counters are used as data acquisition systems. Both the optical arrangements and electronic designs are described in detail. All the investigations described rated on the natural dust particles present in the flow as velocity indicators. As a result of binational cooperation it is shown that in the wind tonnels considered the size distribution of dust particles fulfils almost completely the requirements of negligible particles lay. With some applications in high speed tunnel testing it is proved that fasor anamometry is a standard measuring procedure and that it yields results which may not be obtained by other methods

N77-11223# Navel Surface Weapons Contel White Oak Mr.
APPLICATIONS OF THE LASER DOPPLER VELOCIMETER
TO MEASURE SUBSONIC AND SUPERSONIC FLOWS

William J Yanta and Benjamin J Crapo /n AGARD Appl of Non-intrusive linetr in Fluid Flow Res May 1976 8 p. refs (For primary document see N77 11221 02 31)
Avail NTIS HC A14/MF A01

Measurements with a Laser Doppler Volocimeter (LDV) using the differential Doppler or fringe type of optical system were made in a variety of subsonic and supersonic flows. The application of this instrument at the Naval Surface Weapons Center (NSWC) to determine series of such distributions, to measure turbulence properties in supersonic boundary layers, to measure the mixing characteristics of two supersonic flows, and to measure the three-dimensional flow field around an axially symmetric body at large angles of attack in subsonic flow is discussed. Results show that the LDV can be a very useful tool for making nonintrusive measurements. Results also show that since the LDV measurements require micron-size particles to be present in the flow, care must be taken to insure that the particles will follow the flow accurately.

N77-11224*# National Aeronautics and Space Administration Ames Research Center, Moffett Field, Calif

LASER VELOCIMETRY APPLIED TO TRANSONIC AND SUPERSONIC AERODYNAMICS

D. A Johnson W. D. Bachalo, and D. Moddaress. In AGARD Appl of Non-Intrusive Instr. in Fluid Flow Res. May 1976 12 p. refs (For primary document see N77-11221 02-31) Avail NTIS HC A14/MF A01

As a further demonstration of the capabilities of laser velocity in compressible aerodynamics, measurements obtained in a Mach 2.9 separated turbulent boundary layer and in the transonic flow past a two-dimensional airfoil section are presented and compared to data realized by conventional techniques, in the separated-flow study, the comparisons were made against pitot-static pressure data. Agreement in mean velocities was rushized where the pressure measurements could be considered raliable, however in regions of instantaneous reverse velocities. the laser results were found to be consistent with the physics of the flow whereas the pressure data were not. The laser data obtained in regions of extremely high turbulence suggest that velocity biasing does not occur if the particle occurrence rate is low relative to the turbulent fluctuation rate. Streamwise turbulance intensities are also presented. In the transonic airfoll study, velocity measurements oblained immediately outside the upper auriace boundary layer of a 6-inch chord MACA 54AO10 uirfoil are compared to edge velocities inferred from surface pressure measurements. For free-stream Mach numbers of 0.6 and 0.8, the agreement in results was very good. Dual scatter optical arrangements in conjunction with a single particle, nounter-type signal processor were employed in these investigations. Half-midron-diameter polystyrene upheres and naturally outurring condensed oil vapor sided as light scatterers in the two respective flows. Bragg-cell frequency shifting was utilized in the separated flow study

N77-11225# Arnold Engineering Development Center, Arnold All Force Station, Tenn

APPLICATION OF THE DUAL-SCATTER LASER VELOCIME-TER IN TRANSONIC FLOW RESEARCH

V. A. Cline (ARO, liuc, Amplid AF Station, Tenn.) and C. F. Lo (ARO, Inc., Amplid AF Station, Tenn.) In AGARD. Appl. of Non-Intrusive Instr. in Fluid Flow Res. May 1976. 12 p. refs. (For primary document see N77-11221-02-31). Avail NTIS. HC A14/MF A01.

Topics, such as signal processing, signal-to-noise ratio, bandwidth, spatial resolution, and accuracy, are discussed in general for typical laser velocimeter (LV) systems. The particle lag problem and a data analysis scheme to minimize its effect are presented. Two experiments in a typical continuous aerodynamic transonic wind tunnel are discussed to demonstrate the technique. The data shown were taken with a two-component, dual-scatter, Bragg-cell type LV collecting back-scatter radiation from the abiment agrosol particles. The velocity field shead of a hemisphere cylinder was measured at low supersonic Mach numbers in the first experiment. The boundary-layer velocity characteristics in the shock layer interaction region on a two-dimensional floor-mounted bump were also investigated. Both experiments pointed out the reed for extreme care in data interpretation in curtain flow regions. A new technique in data processing, designed to improve accuracy and increase data rate,

N77-11226# Royal Aircraft Extablishment, Bedford (England). THE APPLICATION OF A LASER ANEMOMETER TO THE INVESTIGATION OF SHOCK-WAVE BOUNDARY-LAYER INTERACTIONS

I. F. East /n AGARD Appl of Non-Intrusive Instr in Fluid Flow Res May 1976 10 p refs (For primary document see N77-11221 02-31)

Avail: NTIS HC A14/MF A01

A detailed investigation of the interaction region of a normal shock wave and a two-dimensional turbulent boundary layer is described. The measurements were made with a two component

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laser anemometer operating in the Doppler-difference mode and in backgoatter. The details of the instrument and the method of analyzing the data are described. Shock wave boundary layer interactions with upstream Mach numbers of approximately 13. 1.4 and 1.84 were studied. The tests were made in the RAE 3ft x 3ft tunnel on the floor of the working section which was modified to be 915 mm wide by 762 mm high. The volocity and its direction were invasured at about 1000 points. Both the complex inviscid interaction region of the flow as well as the boundary layer were investigated and an attempt was also made to make measurements in the reparated flow. The emphasis is on demonstration of the capabilities of the laser anemometer rather than interpretation of the fluid mechanics

N77-11227# Kent Univ., Canterbury (England). Physics Lab. SUPERSONIC VELOCITY AND TURBULENCE MEASURE-MENTS USING A FABRY-PEROT INTERFEROMETER

D. A. Jackson and P. L. Eggins. In AGARD. Appl. of Non Intrusive Instr. in Fluid Flow Res. May 1976. 13 p. refs (For primary document see N77-11221-02-31). Avail: NTIS HC A14/MF A01

The laser Doppler technique in which the frequency shift is analyzed using a high resolution confocal Fabry-Perot interferometer is discussed. Details of typical optical arrangements are given together with the associated electronic instrumentation used for data collection and signal processing. Experimental results are given for measurements made in a wide variety of experimental situations including flows with interacting shock fronts, turbulence, and large velocity gradients

N77-11228# Institut Franco-Allemand de Recherches, St. Louis

RECENT APPLICATIONS OF ISL OF THE LASER VELOCIME-TER MEABUREMENTS IN TURBULENT FLOWS [APPLICA-TIONS RECENTES, A L'ISL, DE LA VELOCIMETRIE LASER AUX MESURES DANS DES ECOULEMENTS TURBU-LENTE

X. Bouls. In AGARD. Appl. of Non-intrusive Instr. in Fluid Flow Res. May 1976 12 p refs. in FRENCH; ENGLISH summary (For primary document see N77-11221 02-31) Avail NTIS HC A14/MF A01

Introductory remarks deal with the accuracy and space/time resolution which can be attained with LDV systems in turbulent or high-velocity gradient flows. Some examples are given of the possibility of obtaining turbulent spectrum, autocorrelation, and simultaneous measurements of two valocity components. Already, these new methods give valuable information on transonic or heated flows. In the present phase however it is essential to strongly increase data rates and processing when time correlations

N77-11229# Von Karman Inst. for Fluid Dynamics, Rhodo-Saint-

ANALYSIS OF THE OUPUT DATA OF A LASER DOPPLER

M. L. Riethmuller. In AGARD. Appl. of Non-Intrusive Instr. in Fluid Flow Res. May 1976. 11 p (For primary document see N77-11221 02-31)
Avail: NTIS HC A14/MF A01

Laser Doppler Velocimeter measurements in gas flows require as low a seeding as possible. Such conditions can only be accommodated by period counters. These instruments have to process a signal with low signal to noise ratios. The smaller the number of signals, the lower the SNR. These processors have built-in noise rejection devices. One of them is a comparator which allows a selection of signal on an amplitude criterion The response of the period counter to variable comparator or trigger level is analyzed and a systematic procedure is proposed for its adjustment Author

N77-11230# California Inst. of Tech., Pasedona Doot, of Auronautics

SINGLE SCATTERING PARTICLE LASER DOPPLER MEASUREMENTS OF TURBULENCE

Paul E Dimotakis I/I AGARO Appl of Non Instrusive Instrus Fluid Flow Res. May 1976 14 p. refs (For primary document see N77 11221 02-31)

Avail NTIS HC A14/MF A01

Data reduction techniques are described to circumvent the problems of random, biased sampling of single scattering particle laser Doppler velocity measurements in turbulent flow. Two different methods are developed. For high mean data rates all statistical quantities are computed in an unbiased fashion through the use of time integrals. For low mean data rates statistical quantities can be computed in terms of ensemble averages where each event is weighed by the probability of its occurrence. The laster method will usually require a simultaneous measurement of at least two of the three velocity components of a single particle, and possibly all three depending on the shape of the local volume. These techniques allow reliable measurements to be extracted from the data in cases where the souttening particle number density is uncorrelated with the local velocity vector Other topics discussed include (8) minimum sampling rate required if time integrals are used to compute averages and if no spectral information is desired (b) frequency response of single scattering particle laser Doppler velocity, (c) apparent turbulence due to finite extent of measurement volume and curvature of velocity space correlation at the origin, and (d) flows for which leser Doppler velocimetry may not be a settefactory measurement method.

N77-11231# Royal Aircraft Establishment, Fainborough

DEVELOPMENT OF PHOTON CORRELATION ANEMOM-ETRY FOR APPLICATION TO SUPERSONIC FLOWS

. B Abbiss In AGARD Appl. of Non-Intrusive Instr. in Fluid Flow Res May 1976 11 p rofs (For primary document see N77-11221 02-31) Avail NTIS HC A14/MF A01

The development is described of a laser enemometer based on a photon correlator for experimental applications in transonic and supersonic wind tunnuls at the Royal Aircraft Establishment. The equipment was designed to operate with a differential Doppler optical system in the backsoutter mode in order to minimize the problems associated with traversing and alignment. The light source is an argon-ion laser which can be operated simultaneously at several frequencies in the visible spectrum. After initial experiments with an unseaded laminar flow in a small test section at Mach numbers up to 2.5, two component measurements were made on the flow around a cone at vero incidence in a laminar supersonic strategim. For these experiments the strong lines at 488 and 5145 nanometers in the laser output were used. together with two Doppler difference optical systems and separate detectors. Controlled seeding with micron-sized particles was provided by an oil mist generator. The results of those experiments, together with those obtained with the same arrangement in a turbulent supersonic boundary layer, are presented. The principles of the photon correlation method are discussed and consideration is given to the experimental criteria which should be met in order to facilitate interpretation of the autocorrelation function.

N77-11232# Edinburgh Univ (Scotland)
MEASUREMENT OF PERIODIC FLOWS USING LASER DOPPLER CORRELATION TECHNIQUES

H. Barnes, Q. I. Daudpota, T. S. Durrani (Southhampton Univ. Engl.), I Grant (Napier Coll of Tech., Edinburgh, Scotland), and C. A. Granted. In AGARD. Appl. of Non-Intrusive Instr. in Fluid. Flow Res. May 1976 10 p refs (For primary document see N77-11221 02-31) Avail NTIS HC A14/MF A01

The application of photon correlation methods to the measurement of sinuspidally fluctuating flows is described it is shown that with a laser Doppler optical configuration the correlation function for the Doppler signal is periodic with zero order Bessel function damping and that the amplitude of the velocity porturbation can easily be determined by locating the position of zeros of the Bessel function. For a two beam configuration, the cross correlation function is a distorted form of the velocity probability density function. Experiments were performed in a low turbulence wind tunnel in the wake of a circular cylinder using photon counting techniques for the Doppler signal analysis. The results of these experiments show the characteristic forms taken on by the correlation functions in the different locations. Measurements of velocity perturbation amplitudes obtained by visual inspection of the correlegiams agree well with hot wire results. A curve fitting procedure for more accurate evaluation of the flow parameters is described

N77-11233# George Washington Univ. Washington, D.C.

School of Engineering and Applied Sciences
OPTICAL MEASUREMENTS OF THERMODYNAMIC
PROPERTIES IN FLOW FIELDS. A REVIEW
R Goulard In AGARD Appl of Non Intrusive Instrum Fluid
Flow Res May 1976 18 p. refs (For primary document see

Avail NYIS HC A14/MF A01

The state of the art in optical measurement techniques in high temperature flows is assessed. Several forums and workshops were held on the subject in 1974 and 1975. A number of review papers on specific techniques appeared also during this period. This review discusses the performance criteria of interest in gas dynamics and evaluates the various existing or proposed techniques in the context of their use in basic and applied configurations

N77-11234# Office National d'Etudes et de Recherches Aerospatiales, Paris (France)

LABER RAMAN DIAGNOSTICS OF AERODYNAMIC FLOWS AND FLAMES

Sylvie Druet, Robert Bailty, Michel Pealat, and Jean-Pierre Taran In AGARD Appl. of Non-Intrusive Instr. in Fluid Flow Res. May 1976 12 p. refs. in FRENCH, ENGLISH summary (For primary document see N77-11221 02-31)

AVAIL: NTIS HC A14/MF AU1 Spontaneous Raman Scattering (SRS) is used for nonintrusive point concentration and temperature measurements in des flows and reactive media. The main properties of the method and some of its typical achievements are reviewed. A second technique, coherent anti-Stokes Raman scattering (CARS) was developed and is found superior in the area of luminosity. An account of the limitations and of the field of applications of CARS is given

N77-11235# Institut Franco-Allemand de Recherches, St. Louis

LOCAL MEASUREMENT AND PROPORTIONAL DENSITY OF GASEOUS FLOW BY RAMAN ANTI-STOKES COMERENT SCATTERING MESSURE LOCALE ET CONTINUE DE LA DENSITE D'UN ECOULEMENT GAZEUX PAR DIFFUSION COHERENTE RAMAN ANTI-STOKES

A. Hirth In AGARD Appl. of Non-Intrusive Instr In Fluid Flow Res. May 1976 7 p. refs. In FRENCH; ENGLISH summery (For primary document see N77-11221 02-31)

AVAIL NTIS HC A14/MF A01

Coherent Raman scattering offers new possibilities for measuring concentrations and temperatures in gas flows. This technique was achieved by means of an original apparatus using two CW lasers as excitation sources. This allows the measurement of local density fluctuations in a flow. The experimental arrangement is described, its performances are analyzed (temporal and spatial resolution), limitations of the method are studied (the leser emission is disturbed when the flow is inside the cavity), and further improvements are proposed. The first results obtained with a N sub 2 flow ere presented.

N77-11236# Princeton Univ., N.J. Gas Dynamics Lab.
THE ELECTRON BEAM FLUOREBCENCE TECHNIQUE
APPLIED TO HYPERSONIC TURBULENT FLOWS

Jeroma A. Smith and James F Oriscoll (Michigan Univ.) In AGARD Appl. of Non-Intrusive Instr. In Fluid Flow Res. May 1976 10 p refs (For primary document see N77-11221 02-31)

Avail NTIS HCA14/MFA01

Several factors concerning the use of the electron beam fluorescence technique to make time resolved density and temperature measurements in relatively high density turbulent flows are discussed. Experience derived from a recent study of 16.3 adiabatic tunnel wall boundary layer in helium is used to outline many difficulties to be encountered in the application of this broad bandwidth, nonintrusive technique to study hypersonic turbulent flows in general. Collision quenching, attenuation and other beam broadening effects are described. In addition, data analysis procedures often saymmetrically distributed about the mean fluctuations are discussed. For example, evidence is presented to show that most intensity data does not provide mean flow property information in general. Primary emphasis is on results obtained in halium with recent work by others in air and nitrogen flows cited, especially where differences exist.

N77-11237# Mussachusetts Inst. of Tech., Cambridge. of Mechanical Engineering QUALITATIVE AND QUANTIYATIVE FLOW FIELD VISUAL. IZATION UTILIZING LABER-INDUCED FLUORESCENCE

C. Forbus Daway, Jr. In AGARD Appl. of Non-Intrusive Instr. in Fluid Flow Rus. May 1976 7 p. refs (For primary document see N77-11221 02-31)

Avail: NTIS HC A14/MF A01

Liquids or gases containing fluorescence molecules may be stimulated in a spatially controlled manner by the use of a faser.

The resulting patterns of fluorescence may be analyzed to yield spatially resolved information on flow velocity, density, and mass transfer. Information may be recorded on TV tape, photographically, or monitored using focused optics and a photodiode datector Several examples are described to illustrate the method, mass transfer between an external flow and a region of separation; visualization of axisymmetric starting vorticles; location of turbulent relattachment points, and instability modes of confined

N77-11236# Office National d'Etudes et de Recherches Aerospatiatos, Paris (France)

CHARACTERIZATION OF NOISE SOURCES IN HOT JETS BY THE CROSSED BEAM TECHNIQUE (CARACTERISA-TION DES SOURCES DE BRUIT DANS LES JETS CHAUDS PAR LA TECHNIQUE DES FAISCEAUX CROISES

Mariano Perulli, Jean-Francois DeBelleval, and Jean Mauland Iri AGARD Appl of Non-Intrusive Instr. in Fluid Flow Res. May 1976 11 p rate in FRENCH; ENGLISH summery (For primary document see N77 11221 02 31)

Avail. N'IS HC A14/MF A01

The sounding of simple or coaxial, cold or hot free jets by optical systems makes up a measuring means external to the medium investigated. More especially, the use of radiometers measuring infrared emissions gives access to spatio-temporal data that are tightly coupled to turbulence parameters. These data can be obtained by crossed beam techniques. The physical meaning of the signals issued from the radiometers, as well as their interpretation after processing, are discussed and compared with those obtained by other types diagnostic, in spite of the difficulties pertaining to the optical system and to the crossed beam measuring technique, it is shown, as a conclusion, that this methodology does, in some precise cases, reach its objective: to characterize noise sources.

N77-11239# Princeton Univ., N.J.

RESONANT DOPPLER VELOCIMETER

Richard B Miles In AGARD Appl. of Non-Intrusive Instr. in Fluid Flow Res. May 1976 8 p refs (For primary document see N77-11221 02-31) Avea: NTIS HC A14/MF A01

Resonance fluorescence is a potentially useful tool for studying hypersonic flowing gases. This paper discusses the measurement of velocities and demonstrates visualization techniques using sodit n seeded into helium flows. A nerrow linewidth dye lesser is tuned onto the sodium resonance line. The Doppler shift of the absorption frequency yields the velocity profile, and the fluorescence provides direct flow visualization. Other flow properties such as the turbulence frequency, temperature, etc. may also be measured

N77-11240# Purdue Univ., Lafavette, Ind. Applied Optics

FRINGE MODE FLUORESCENCE VELOCIMETRY

Warren d Stevenson, Reginaldo DosSantos, and Stephen C Mettler ta AGARD Appl. of Non-Intrusive Instr. in Fluid Flow Res. May 1976 9 p. refs (For primary document see N77-11221 02.311

Avail: NYIS HC A14/MF A01

A modified technique in which the standing electromagnetic field induces a time verying fluorescent emission from liquid droplets doped with a suitable organic dye is described. The fluorescence consists of a band of wavelengths not including the incident inner light and therefore can be passed by a filter which blocks the laser wavelength. This can significantly improve the signal to come ratio or allow signal detection only from those particles in high rately added to the flow. An extensive study was carried out to determine factors which influence the quality of the fluorescence signal. The effect of dye concentration in the solvent and other environmental factors were investigated. Data obtained to date indicate that the fluorescence signal is of the same order of magnitude us the scattered light signal only In the case of a backscatter system.

N77-11241# Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt e.V., Linder Hosha (West Germany) THE LASER-DUAL-FOCUS FLOW VELOCIMETER

R. School In AGARD Appl. of Non-Intrusive Instr. in Fluid Flow Res. May 1976 9 p refs (For primary document see N77-11221 02-31)

Avail: NTIS HC A14/MF A01

The use of a low cost rotating radial diffraction grating as a beam splitting frequency shifter for operation in leser Doppler velocimeter systems is discussed. A high efficiency phase grating is used that can be exposed to high power laser beams. A compant optical design is described having a grating disc with a diameter of 35 mm and a line density of 166 line pairs per mm Several optical arrangements, operating as well in the fringe mode as in the reference beam mode, are studied. The advantages of these arrangements are the simple set-up and the ease of optical alignment, which become significant for the two and three component systems

Technisch Physisch Dienst TNO-TH, Delft N77-11242# (Netherlands)

THE USE OF ROYATING RADIAL DIFFRACTION GRATINGS IN LASER DOPPLER VELOCIMETRY

J. Oldengarm In AGARD Appl. of Non-Intrusive Instr. in Fluid

Flow Res. May 1976 6 p. refs (For primary document see N77-11221 02-31) Avail: NTIS HC A14/MF A01

The use of a low cost rotating radial diffraction grating as a tream splitting frequency shifter for operation in laser Doppler velocimeter system is considered. A high efficiency phase grating is used that can be exposed to high power laser beams. A compact optical design is described having a grating disc with a diameter of 35 mm and a line density of 166 line pairs per mm. Several optical arrangements, operating as well in the fringe mode as in the reference mode, are discussed. The advantages of these arrangements are the simple set-up and the ease of optical alignment which become significant for the two and three component systems.

N77-11243# Atomic Energy Commission Research Establishnient, Riso (Denmark). Electronics Dept.
THE TIME-OF-FLIGHT LASER ANEMOMETER

i. Lading In AGARD Appl. of Non-Intrusive Instr. in Fluid Flow Res. May 1976 20 p. refs (For primary document see N77-11221 02-31)

Avail: NTIS HC A14/MF A01

The time of flight laser anemometer is based on measuring the time of flight between two small volumes in space by correlation techniques. It is shown that this anemometer can generally give the same kind of information as can be obtained with a laser Doppler enamometer, and that in some specific cases the space time resolution is even better than for the loser Doppler anemometer. The uncertainties on the measured values are discussed in relation to the statistical properties of the mensuring system and signal processing. The effects of spatial and temporal velocity fluctuations are analyzed. With the anemorrieter it is possible to obtain a particle size versus particle velocity spectrum, provided that the particles are larger than the focal beam dismeters in the flow direction. The anemometer was used for measurements in a two phase flow surrounding a simulated fuel rod. The configuration was also used under extremely low light level conditions (an average number of photon counts less than one per transit through one spot) to measure gas velocity. Author

N77-11244# Ruhr Univ., Bochum (West Germany).
CURRENT PROBLEMS OF OPTICAL INTERFEROMETRY USED IN EXPERIMENTAL GAS DYNAMICE

Wolfgang Merzkirch in AGARD Appl. of Non-Intrusive Instr. in Fluid Flow Res. May 1976 11 p. refs (For primary document see N77-11221 02-31)

Avail: NTIS HC A14/MF A01

Optical interferometry is surveyed for its role to deliver quantitative values of gas density and concentration when applied to gas dynamic measurements. It is shown that optical interferometers can be classified into two groups, according to t .air ability to measure either the density directly or the density gradient. Emphasis is placed on two major problems: the evaluation of interferograms taken of three dimensional test fields, and the correction for light refraction in fields with strong refractive index gradient.

N77-11246# Policecnico di Mileno (Italy) FLOW FIELD IN THE WAKE OF A BLUNT BODY BY LASER DOPPLER ANEMOMETRY

F. Cignoll, A. Coghe, U. Ghezzi, and S. Pasini. In AGARD. Appl. of Non-Intrusive Instr. in Fluid Flow Res. May 1 refs (For primary document see N77-11221 02-31) Avail. NTIS HC A14/MF A01 May 1976 11 p

The flow field in the wake of a blunt body was investigated by laser Doppler andmometry. The cold flow and the flow with chemical reactions was considered in order to determine directly the combustion influence on the flow field. Premixed methane-air

flame was obtained with a 20 mm inner diameter tube burner. A disc of the same external diameter was positioned, coaxially 30 mm higher on the burner mouth. Both the situations, where the blunt body is only an obstacle generating a wake and where it acts as a flame stabilizer, were analyzed. Flame front crossing, in laminar premixed flames, was also carefully analyzed Experiments were carried out by means of different LDA signal processors and in different conditions of scattering particles. Both the mean and fluctuating valocities were measured in the exist and radial directions. The analysis of results was not intended to a flame structure discussion, but rather to a critical exemination of LDA measurements in connection with some specific problems: particle behavior, turbulence effects, resolution of turbulence fluctuations, minimum particle concentration, performances of different LDA signal processor

N77-11246# National Gas Turbine Establishment, Pyestock INVESTIGATION OF A V-GUTTER STABILIZED FLAME BY LASER ANEMOMETRY AND SCHLIEREN PHOTOGRAPHY

H. Clare, D. F. G. Durao (Imperial College, London), A. Melling (Imperial College, London), and J. H. Whitelaw (Imperial College, London) In AGARD Appl. of Non-Intrusive Instr. in Fluid Flow Res. May 1976 10 p refs (For primary document see N77-11221 02-31

Avail: NTIS HC A14/MF A01

Laser Doppler anemometry was used to study premixed propane air flames stabilized on a V gutter, both in amouth combustion and in buzz. Axial velocity measurements in the wake of the gutter were made in an isothermal flow and in a combusting flow to examine the influence of combustion on the velocity distribution and the recirculation zone length. Velocities outside the wake in a moderate buzz condition were measured, but velocity pulsations corresponding to the regular fluctuations in static pressure observed by means of a pressure transducer mounted in the duct wall could not be detected by the technique used. A separate study using high speed cine sofileren photography, has revealed cyclic variations in the flame structure at the same frequency as the observed pressure pulsations.

N77-11247# United Technologies Research Center, East Hartford, Conn

SIMULTANEOUS MEASUREMENTS STANTANEOUS VELOCITY AND CONCENTRATION IN TURBULENT MIXING FLOWS

F K. Owen /n AGARD Appl. of Non-Intrusive Instr. in Fluid Flow Res. May 1976 7 p refs (For primary document see N77-11221 02-31) Avail: NTIS HC A14/MF A01

A nonperturbing capability for the simultaneous, local measurement of instantaneous velocity and concentration was developed and is described. The technique is being used in the study of turbulent mixing flow fields and its application is illustrated by measurements obtained in the initial mixing region of two confined coaxial lets

N77-11248# Brown Univ., Providence, R. I. A THREE-COMPONENT LABER-DOPPLER-VELOCIMETER

Gunnar Johansson (Chalmers Univ. of Tech., Sweden), Lars Jernqvist (Chalmers Univ. of Tech., Sweden). Sture K. F Karlsson, and Nils Froessling (Chalmers Univ. of Tech., Sweden)
In AGARD Appl. of Non-Intrusive Instr. in Fluid Flow Res. May 1876 4 p (For primary document see N77-11221 02-31)
Avail. NTIS HC A14/MF A01

The development of a three component laser Doppler velocimeter is described. It utilizes four incoming beams which are all frequency shifted. Three of the beam propagate in one plane and form three dual beam arrangements. Two of these are used to measure two independent velocity components in this plane. The fourth beam propagates outside this plane and forms together with one of the first three beams a third dual beam arrangement, which measures a velocity component in a direction out of the plane formed by the first three beams. The frequency shifts are chosen so that three signals can be identified corresponding to three independent directions. The system is to be tended to measurements in five points simultaneously. The signal is led into three phase looked loops and the frequencies generated by their local oscillators are counted. sumpled digitally and stored on magnetic tape for later processing on a digital computer.

32 COMMUNICATIONS

includes land and global communications, communications theory; and optical communications. For related information see also U4 Aircraft Communications and Navigation and 17 Spacecraft Communications, Command and Tracking,

N74-20889# Advisory Group for Aerospace Research and Development, Paris (France). STANDARDIZATION OF THE PRINCIPAL ELECTROMAG. NETIC SYMBOLS

P. Halley (Centre Natl. d'Etudes des Telecomun., Issy-les-Moulineaux) Feb. 1974 30 p in ENGLISH and FRENCH

(AGARD-R-576-Rev-1) Avail: NTIS HC \$4.50

Standard notations, symbols, and units used to express dimensionless values or numbers which pertain to electromagnetisin are listed.

N74-31812# Advisory Group for Asrospace Research and Development, Peris (France). NONLINEAR EFFECTS IN ELECTROMAGNETIC WAVE PROPAGATION

May 1974 397 p refs Presented at Electromagnetic Wave Propagation Panel Symp., Edinburgh, 12-15 Nov. 1973 (AGARD-CP-138) Avail: NTIS HC \$23.00

The excitation of parametric instabilities in the ionosphere and their effects on radio wave propagation are considered. For

individual titles, see N74-31813 through N74-31844,

N74-31813 Raytheon Co., Sudbury, Mass. INTRODUCTORY SURVEY! POTENTIAL APPLICATIONS OF IONOSOPHERIC MODIFICATION TO AERONOMY Geruid Melta In AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 26 p refs (For availability see N74-31812 21-13)

lonospheric heating by powerful radio waves holds promise for establishing new techniques in the aeronomy of D, E and F-regions. This survey reviews the observed phenomena associated with absorption of HF waves in the context of present theoretical understanding of plasma temperature and density changes, enhanced visible airglow emission and parametric excitation of plasma waves. Cooling rates and electron thermal conductivity are attainable from optical and incoherent scatter, measurements of the spatial and temporal changes in electron temperature. Cross modulation experiments or partial reflection techniques could be used to simultaneously measure there changes from which the ambient effective recombination rate and its electron temperature dependence could be inferred. The decay of enhanced sirglow yields an estimate of the quenching coefficient and hence the neutral density provided the interaction is a local one. The decay of enhanced plasma waves measures the electron-ion collision frequency at night and the photoelectron flux during the day. Superthermal plasma wave intensities also act as a tracer of density irregularities and plasma drift since parametric pumping ants over a very narrow range of sittludes

N74-31814 Institute for Telecommunication Sciences, Boulder,

INTRODUCTORY BURYEY: A BURYEY OF IONOSPHERIC MODIFICATION EFFECTS PRODUCED BY HIGH POWER HF RADIO WAVES

William F. Utlaut In AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 17 p refs (For availability see N74-31812 21-13)

Experiments with high power, high frequency radio waves have proved the feasibility of temporarily altering the ionosphere's properties. Many different radio and photometric effects have been observed as a result of the ionospheric modification. A survey is given of some of the effects observed near Soulder, Colorado which are produced at times when a 2 MW facility is used to illuminate the overhead ionosphere. Effects to be discussed include sntificial generation of spread F, sky mapping of the perturbed ignosphere, tyidebend attenuation of diagnostic o-mode waves, 6300 A and 5677 A photometric changes and D-region cross modulation phenomena.

N74-31818 Rice Univ., Houston, Tex.
PARAMETRIG INSTABILITIES IN THE IONOSPHENS EXCITED BY POWERFUL RADIO WAVES OBSERVED OVER ARECIBO

W. E. Gordon and H. C. Carlson (Arecibo Obs.) /n AGARD Notilinear Effects in Electromagnetic Wave Propagation May 1974 17 p. refs (For availability see N74-31812 21-13) Enhancements of various features of the incoherent scatter

spectrum are observed when the ionosphere is illuminated with powerful, high frequency radio waves. The radio waves excite plasma instabilities producing lines or more complex spectral features near the local plasma frequency, at the local ion-acoustic frequency, near the local gyrofrequency and twice the gyrofrequency. The enhancements occur in a thin slab as observed by the incoherent scatter radar and at both upshifted and downsnifted frequencies with respect to the probing radar frequency. The enhancements are observed to vary with time when the high frequency transmitter that produces the radio wave excitation is held at constant power, and to very with time as the high frequency transmitter is turned on or off.

N74-31816* Norges Tekniske Hoegskole, Trondheim. OSSERVATIONS OF ENHANCED ION LINE FREQUENCY SPECTRUM DURING ARECISO IONOSPHERIC MODIFICA. TION EXPERIMENT

T. Hagfors and C. J. Zamlutti. In AGARD. Nonlinear Effects in Electromagnetic Wave. Propagation. May 1974. 13 p. refs Sponsored in part by NASA (For availability see N74-31612.

The Aronibo 430 MHz incoherent scatter rader (ISR) was used to monitor the effects of modifying the ionosphere by a high power HF transmitter feeding the 305 m reflector entennia When in the ordinary magnetoionic mode parametric instabilities develop in the ignosphere near the reflection level. Manifestations of these instabilities are the strong enhancement of Langmuir psolliations in the direction of the ISR beam at a wavelength of 35 cm and the simultaneous much weaker enhancement of ion oscillations in that direction. The spectral analysis of the enhanced peak with a height resolution of 2.4 km shows that the ionic mode enhancement most often has a double humped frequency spectrum corresponding to up- and down-going ion acoustic waves. The shape of the frequency spectrum is interpreted in forms of a stable oscillation which is driven by a accordary electrostatic field osused by nonlinear interaction of Langmuir views within a cone centered on the magnetic field and by the scattering of the pump field on stable Langmuir waves travelling niong the direction of the ISR.

N74-31817 National Oceanic and Atmospheric Administration. Boulder, Colo. Environmental Research Labs.

ONSET, GROWTH AND MOTIONS OF IONOSPHERIC DISTURBANCES CAUSED BY HIGH INTENSITY ELEC-TROMAGNETIC HEATING

J. W. Wright. In AGARD. Nonlinear Effects in Electromagnetic Wave Propagation May 1974 17 p refs (For availability see N74-31812 21-131

At an observing location 46 km from the Pistteville (Colurado) high intensity RF transmitter, multifrequency spaced antenna digitized observations are made of the complex amplitude variations of lonospheric schoes antenna digitized observations are made of the complex amplitude variations of imnospheric echoes of pulsed transmissions by the Kinesonde. Characteristically, all measurable and derivable quantities of the echo signals develop marked changes with altitude dependent delays following E sub P turn-on Transient phenomena resulting from brief E sub P transmissions are illustrated, as are some ionospheric motions which appear to develop in response to E sub P. Several of the diagnostic techniques demonstrate a desirable high sensitivity to the iongspheric modifications which occurs, but their interpretation is sometime far from straightforward. Author

N74-31819 Stevens Inst. of Tech., Hoboken, N.J. INTRODUCTORY SURVEY TO SESSION ON PARAMETRIC INSTABILITIES, LABORATORY EXPERIMENTS AND

George Schmidt In AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 5 p refs Sponsored in part by AEC (For availability see N74-31812 21-13)

Parametric instabilities produced by electromagnetic waves propagating in a magnetic field free plasma are reviewed. The discussion is based on the use of the pondersmative force as the basic physical mechanism responsible for these instabilities. If the plasma is bounded the threshold power is non-zero even in the absence of damping, and may be the dominant factor in determining threshold and growth rate values. The threshold for stimulated Raman scattering increases in the presence of plasma density gradients, while temperature gradients have a similar effect on simulated Brillouin scattering. The finite cross section of the pump wave determines the undamped threshold for the filamentation instability. In a nonuniform plasma stimulated Ramen backscattering becomes very strong in the neighborhood of the point where the pump frequency is twice the local plasma Author

N74-31619 Princeton Univ., N.J. Pissma Physics Lab. LABORATORY EXPERIMENTS ON PARAMETRIC INSTABIL-ITIES AND PLASMA HEATING IN A MAGNETIC FIELD

M. Porkolab, V. Arunssalam, and N. C. Luhmann, Jr. In AGARD Nonlinear Effects in Electromagnetic Wave Propagation 1974 18 p. refs (For availability see N74-31812 21-13) (Contract AT(11-1)-3073)

Experimental studies on parametric instabilities and associated plasma heating in a magnetic field are reported. The following parametric decay processes are observed: (1) For pump frequencies omega sub o greater than omega sub a. (where omega sub u is the electron cyclotron frequency) the parametric excitation of Bernstein waves, lower hybrid waves, and ion acquatic waves is observed; (2) for frequencies omega sub o smaller than omega sub ce, omega sub o smaller than omega sub pe externally launched Trivelpiece-Gould modes and whistier-waves have been observed to decay parametrically into electron plasma waves, and ion acquetic waves: (3) for omegs sub approximately omega sub pe, parametric decay into ion acoustic waves and electron plasma wayes of the ordinary mode of electromagnetic wave propagation is observed. Fast plasma heating follows the occurance of all the foregoing instabilities. Heating of the main body of plasma particles, as well as tail formation on the distribution function is observed. A comparison between the various regimes is given.

N74-31820 TRW Systems Group, Redondo Beach, Calif. MODELING OF IONOSPHERIC PARAMETRIC INTERAC-TIONS IN THE QUIPS DEVICE

R. L. Stenzel, A. Y. Wong, O. Amush, B. D. Fried, and C. F. Kennel. In AGARD. Nonlinear Effects in Electromagnetic Wave Propagation May 1974 18 p rafs (For availability see N74-31812

(Contract F30602-72-C-0304)

A large quiescent steady state plasma device has been constructed for experiments on parametric mode coupling instabilities produced by an S-band electromagnetic pump matched to the local plasma frequency in a weak, controllable plasma density gradient. One purpose of this experiment is to study the linear instabilities, and their nonlinear saturation, produced by HF excitation irradiation of the F-region. In that vicinity linear conversion from the incident electromagnetic waves (EMW) to electrostatic waves (ESW) at pump frequency is observed. When the pump intensity exceeds a certain threshold lower frequency ESW and ion acoustic waves are parametrically generated which are polarized along the density gradient and which, within measurement accuracy, satisfy frequency and wave vector matching conditions. Amplification by the pump of launched ion accustic waves along with the simultaneous appearance of a parametrically matched ESW has been observed. Inserting two pump frequencies, separated by the ion acoustic frequency, has been observed to ureate double resonance excitation. relevance of those to conospheric observations are discussed.

Author

N74-31821 National Oceanic and Atmospheric Administration. Boulder, Colo. Autonomy Lab.

MODIFIED ELECTRON DISTRIBUTION FUNCTION DURING PARAMETRIC INSTABILITIES

Jerome Weinstock and Bandel Bezzarides In AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 6 p refs (For availability see N74-31812 21-13)

A calculation is made of the heating of electrons by parametrically expited Langmuir wave turbulence in a homogeneous plasma. The number of hot electrons is determined by a kinetic equation in which the effects of turbulence are described by a stochastic wave diffusion tensor. Both resonant and resonant broadened wave-particle interactions, as well as the angular distribution of Langmuir waves, are important. The kinetic equation is solved for a steady state by balancing the surbulent diffusion with a relaxation collision term. It is predicted that suprathermal electrons exist to velocities as large as the fastest growing phase velocity.

N74-31822* Max-Planck-Institut fuer Physik und Astrophysik, Munich (West Germany). Inst. fuer Extraterrestrische Physik. THE SATURATION SPECTRUM OF PAPAMETRIC INSTA-BILITIES

J. A. Fejer and Yu-Yun Kuo (Celif. Univ., La Jolla) In AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 10p (For availability see N74-31812 21-13) (Grants NGR-05-009-076: NSF GA-30628)

Recent calculations on the nonlinear saturation spectrum of the parametric decay instability are described. The initial calculations did not use the correct expression for the spontaneous emission term and were aimed at obtaining the distribution of spectral energy in the unstable part of wave vector space. Results of those initial calculations are combined here with the correct expression for the sponteneous emission term to obtain the distribution of spectral energy in the stable part of wave vector space. These latter calculations are believed to be relevant to the interpretation of the so called plasma line spectra obtained in lonospheric heating experiments at Arecibo. Puerto Rico.

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N74-31823 TRW Systems Group, Redondo Beach, Call THEORY OF DOUBLE REBONANCE PARAMETRIC EXCITA-TION IN THE IONOSPHERE

D. Arnush (Hiroshima Univ.), K. Nishikawa, B. D. Fried, C. F. Kennel, and A. Y. Wong In AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 7 p refs (For availability see N74-31812 21-13) (Contracts AT(04-3)-34: F44620-73-C-0007)

Reviewed is a general theory of the parametric instabilities in a plasma driven by a long wavelength electric field with two pump frequencies which lie near the resonant frequency for Langmuir oscillations. A general dispersion relation in terms of linear susceptibilities, is derived by retaining, on a selective basis, terms of fourth order in the pump amplitudes. Illustrative calculations, appropriate to the longsphere, are carried out using resonent approximations. A lowering of the net power threshold for instability is found in both cases for E-layer parameters, i.e., when the linear damping rate of the electronic wave is large compared to omega. In addition, in both the E- and F-layers, a coupling between the decay and oscillating two stream instabilities occurs when delta is approximately equal to omega. It is suggested that since the oscillating two stream is an absolute instability which is ordinarily not generated because of its high threshold, double resonance stimulation of this mode may enhance saturated wave amplitudes.

N74-31824* Max-Planck-Institut fuer Physik und Astrophysik, Munich (West Germany). Inst. fuer Extraterrestrische Physik. GENERATION OF LARGE SCALE FIELD-ALIGNED DENSITY IRREGULARITIES IN IONOSPHERIC HEATING EXPERI-MENTS

J. A. Fejer in AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 7 p refs (For availability see N74-31812 21-13) (Grant NGR-05-009-076, Contract DAHC04-72-C-0037; Grant

Threshold and growth rate for atimulated Brillouin scattering are calculated for a uniform magnetoplasms. These are then compared with the threshold and growth rate of a new thermal inatability in which the nonlinear Lorentz force felt by the electrons at the best frequency of the two electromagnetic waves is replaced by a prossure force due to differential heating in the interference pattern of the pump wave and the generated electromagnetic wave. This thermal instability, which is still essentially stimulated Brillouin scattering, has a threshold which is especially low when the propagation vector of the beat wave is almost normal to the magnetic field. The threshold is then considerably lower than the threshold for normal stimulated Brillouin scattering and therefore this new instability is probably responsible for the generation of large scale field aligned irregularities and ionospheric N74-31828 Bell Telephone Labe., Inc., Murray Hill, N.J. INSTABILITIES AND NONLINEAR PROCESSES IN GEO-PHYSICS AND ASTROPHYSICS

Akira Hasagawa In AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 13 p refs (For availability see

A review of plasma instabilities and some of their nonlinear effects on geophysical and astrophysical plasmas is presented. The nonlinear effects cover: (1) quasilinear diffusion; (2) anomalous resistivity; (3) wave-wave, wave-particle interactions; and (4) modulational instability and formation of wave packet. Author

N74-31826 TRW Systems Group, Redondo Beach, Calif. TYPE 1 IRREGULARITIES IN THE AURORAL AND EQUATO-RIAL ELECTROJETS

C. F. Kennel and D. Arnush in AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 24 p refs (For availability see N74-31812 21-13) (Contract N00014-69-A-0200-4050)

Theoretical knowledge concerning irregularities in the equatorial and auroral electrojets is considered with particular emphasis upon Type I irregularities. A simple model of equatorial electrojet polarization is reported. The evidence that discrete auroral arc electrojets flow at the poleward edge of the auroral oval and a diffuse electrojet at the equatorward edge is discussed. A simple model of the diffuse electrojet is formulated, and the linear theory of electrojet instabilities is reviewed. A new fluid theory dispersion relation for the two-stream instability, valid even at the Pedersen conduction maximum is presented, despite drastic differences in electrojet geometry, the similarities between the Doppler spectra, particularly for Type I irregularities, suggest that the nonlinear saturation mechanisms are similar in both

N74-31827 Kernforschungsanlage, Juelich (West Germany). Inst. fuer Plasma Physik.

NONLINEAR THEORY OF INSTABILITIES IN THE EQUA-TORIAL ELECTROJET

Andre Rogister In AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 13 p rafs (For availability see N74-31812 21-13)

it is suggested that the stabilization of Type I irregularities has two aspects: In a first step the turbulence inhibits the formation of large currents and maintains the plasma in a state relatively close to marginal stability; In a second step, energy is transfered by two-dimensional nonlinear wave coupling processes from the linearly growing modes propagating mainly in the direction of the electron drift velocity to linearly damped ones propagating in other directions. This transfer process open the aperture of the cone containing the directions of propagation of suprathermal waves. It is also suggested that stabilization of Type II irregularities mainly occurs via one-dimensional wave-wave scattering processes which transfer the energy from large wave-lengths. where it is generated, to small wavelengths, where it is absorbed by diffusion; the process extends toward larger wavenumbers the spectrum of suprathermal waves. Most of the observed features of Type I and Type II irregularities can be explained by these

N74-31828 Oxford Univ. (England). Dept. of Theoretical

PLASMA MECHANISMS FOR PULSAR EMISSION

J. W. Buckee, S. Grounds, L. C. M. Miranda, and D. TerHaar In AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 8 p refs (For availability see N74-31812 21-13)

A partial analysis is presented of the nonlinear processes occurring in a strongly magnetized plasma through which a beam of relativistic particles is passing. The conversion of longitudinal plasmons into transverse waves through Compton scattering is considered and it is found that the frequency of these waves lies close to the plasma frequency which lies in the radio band for the plasma. Radio waves beamed at right angles to the magnetic field are linearly polarized. These characteristics can be shown to be conserved in the propagation of the transverse waves through the magnetosphere and are in good agreement with observational pulsar data. The processes considered can produce the observed large radio brightness of pulsars. Author

N74-31829 King's Coll. London (England) Dept of Mathematics

A SELF CONSISTENT THEORY OF TRIGGERED VLF EMISSIONS

D. Nunn and M. J. Rycroft (Southampton Univ., England) In AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 15 p refs (For availability see N74-31812 21-13)

The nonlinear interaction of evolution resonant electrons with VLF radio waves is used to explain the phonomenon of VLF emissions triggered by whiteler mode signals propagating in the earth's magnetosphere, it is found that in an inhomogeneous medium resonant particles become stably trapped in the wave and make a dominant contribution to the nonlinear resonant particle current. This current continuously modifies the wave field and effectively causes the emission. This simplifying feature makes possible a fully self-consistent simulation of the triggering process. The computer model described in this paper successfully produces rising and falling tones similar to those observed experimentally. Sideband stability and the origin of spectral structuring in banded chorus are also discussed.

N74-31830 Comissão de Étudos da Energia Nuclear, Lisbon (Portugal). Inst. Superior Techico. WHISTLER TRIGGERED EMISSIONS

A. L. Brince In AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 11 p refs (For availability see N74-31812 21-13)

The electromagnetic radiation from energetic particles evolving in the geomegnetic mirror is used to describe the main phase of emissions artificially stimulated by signals propagating in the whistler mode. Those particles are in a cyclotron resonance with the triggering whiatier of arbitrary obliquity in the vicinity of the equator (onset region); their velocity distribution becomes unstable to the whistler mode through the nonlinear evolution of the wave-particle interaction. The obtained spectral shapes reproduce most of the forms observed in triggered emissions of short duration.

N74-31831 Newcastle-upon-Tyne Univ. (England). Dept. of Engineering Mathematics. NONLINEAR WAVE MODULATION OF WHISTLER WAVES

fasayoshi Tajiri In AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 11 p refs (For availability see N74-31812 21-13)

Nonlinear modulation of the electromagnetic waves propagating paralled to a magnetic field is investigated by means of a modification of the reductive perturbation method developed by Taniuti and Yajima. The Vissov equation is reduced to a modified nonlinear Schrödinger equation which includes additional nonlinear terms. It is conjectured that these terms arise from the week but continuous resonant action that takes place between the wave and particle velocity.

N74-31832 Istituto Nazionale di Geofisica, Rome (Italy). Ionospheric Dept. NONLINEAR MAGNETOIONIC EFFECTS IN THE MAGNET-OGUIDING OF WHISTLERS
P. Dominici In AGARD Nonlinear Effects in Electromagnetic

Wave Propagation May 1974 3 p. refs (For availability sec N74-31812 21-13)

The complete basic equations of the magnetoionic theory in the Q.L. approximation are examined in order to explain the magnetoguided propagation of whistlers; the principal result is briefly discussed, namely the existence of nonlinear terms of current, related to self trapping magnetolonic components both in lower and upper ionosphere.

N74-31833 Norwegian Inst. for Air Research, Kjeller.
INTRODUCTORY SURVEY: NONLINEAR EFFECTS IN PLASMA RESONANCES AND ION SHEATH

Kristen Folkstad In AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 8 p refs (For availability see

N74-31812 21-13)

Some nonlinear properties observed in ionospheric topside soundings are considered and particle generated emissions in the near space environment are discussed. The energy transfer which takes place between interacting waves in a plasma is determined by their phase relationship. Criteria for distinguishing between the cases of strong and weak coupling in three wave interactions are described. A useful quantum mechanical analogy pertaining to weakly interacting random waves is mentioned. The possible role of the ion sheath as a source for nonlinear signal generation is evaluated. Author

N74-31834 Communications Research Centre, Ottawa (Ontario). Dept. of Communications

NARROWBAND RADIO NOISE IN THE TOPSIDE IONO-

H. G. James, E. L. Hagg, and D. L. P. Strange. In AGARD Nonlinear Effects in Electromagnetic Wave Propagation 1974 18 p. refs (For availability see N74-31812 21-13)

Strong narrow bands of radio noise at frequencies near 2 and 4 MHz are occasionally observed by the ISIS satellites at auroral latitudes. A characteristic smooth peak in amplitude is often observed at the upper frequency limit of the lower frequency noise band. A self consistent interpretation for this part of the spectrum is proposed involving waves propagating upward from below the spacecraft. Ray tracing has been applied to the spatial geometry of the noise region to find the point source height for that part of the spectrum exhibiting the smooth peak. This source is located at altitude where the upper hybrid frequency, f sub T equals twice the electron gyrofrequency, 2 f sub H. Furthermore the observed peak frequency, f, satisfies the relation f = f sub T = 2f sub H. The condition f sub T = 2f sub H is important because, according to the hot-plasma wave dispersion theoryit defines an ionospheric height above which electrostatic-to-electromagnetic-o-mode wave conversion is more probable than below it. There is some evidence that the noise band near 4 MHz originates from the same source is the smooth peak compo-

N74-31835 Norwegian Inst. for Air Research, Kjeller.
RESONANCE PHENOMENA OBSERVED ON MOTHER-DAUGHTER ROCKET FLIGHTS IN THE AURORAL IONO-

K. Folkestad and J. Troim In AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 15 p refs (For

availability see N74-31812 21-13)

Swept frequency transmissions in the HF band on mother/ daughter rocket flights have revealed certain resonance frequencies where the transmitted atimulus evidently excites nonlinear mechanisms somewhere along the propagation path. The nonlinear effects are disclosed by notable signals being detected in receivers whose pass bands differ from the frequencies of the generating signals. It appears that major experimental features may be explained in terms of the theory of resonance cones in an anisotropic propagation medium. For the plasma parameters of the lower longsphere such resonances may exist in the lower branch for frequencies below the electron gyrofrequency, and in the upper branch for frequencies between the plasma frequency and the upper hybrid frequency. Graphs of the admittance measured at the terminal of the transmitting antenna show a very pronounced dependence upon the level of the driving

N74-31836 Institut fuer Physikalische Weltraumforshung.

Freiburg (West Germany).
MODIFICATION OF THE PLASMA IMPEDANCE OF AN ANTENNA DUE TO ION SHEATH INDUCED MONLINEARI-TIES

H. Thiemann, R. Kist, E. Neske, and K. Rebstock. In AGARD Nonlinear Effects in Electromagnetic Wave Propagation 1974 9 p refs (For availability see N74-31812 21-13)

Measurements with a cylindrical sensor in a laboratory plasma applying large RF voltages showed specific modification of the impedance around series resonance. The purpose of the work presented here is to understand this modification in terms of sheath induced nonlinearities. A nonlinear differential equation derived from a network representing the sheath-plasma-system has been solved numerically in a general way. A corresponding computer program determined the voltage drop across the ion sheath, the Fourier Spectrum of the RF current through the system and its resulting impedance. Numerical results show that scattering of RF energy into higher harmonics of the frequency applied is not important around series resonance. The measured impedance modification when varying the RF voltage can be understood using the concept of an effective sheath resistor. defined by integration of the differential resistor of the sheath's current-voltage characteristic over one period of the voltage drop across the sheath.

N74-31837 SIGMA Association, Hamburg (West Germany). RESONANCE FREQUENCY OF AN IONIZED LAYER IN DEPENDENCE ON LAYER THICKNESS

C. Fengler In AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 5 p refs (For availability see N74-31812 21-13)

An ionized symmetric layer gets excited by an electromagnetic pulse. The evaluation of the pulse response violds a resonance frequency in dependence on layer thickness. The oscillation occurs above a minimum thickness of the layer only. At large layer thickness the frequency of oscillation asymptotically approaches the plasma frequency.

N74-31838 Office of Naval Research, London (England). INTRODUCTORY SURVEY: WAVE INTERACTION IN THE LOWER IONOSPHERE: A SURVEY

A. H. Waynick In AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 8 p refs (For availability see N74-31812 21-13)

A summarization of the reviews to date on the field of wave interaction in the lower lonosphere is attempted. This covers the study of the interaction process and the determination of electron density, electron-neutral collisional frequency, and height distribution in D-region. The current status of the use of this technique in synoptic profile procurement and the role of this work in investigations on the physics and chemistry of this region are outlined.

N74-31839 New England Univ., Armidate (Australia) ELECTRON HEATING IN THE IONOSPHERE BY POWERFUL GYRO-WAVES

R. A. Smith and R. G. Looh (Warrnambool Inst. of Advanced Education, Victoria, Australia) In AGARD Nonlinear Effects in May 1974 14 p refs (For Electromagnetic Wave Propagation

availability see N74-31812 21-13)

Pulse wave interaction experiments using disturbing gyrawaves radiated by an aerial array of 40 dipoles are described. Steady state and transient changes in the amplitudes and phases of 1.78 and 2.12 MHz wanted pulses have been measured for transmitted powers at the gyro-frequency (1.615 MHz) in the range 0.7 - 500 kW. The wave interaction effects have been computed using a model of the behavior of slow electrons in air which links properties for the thermal energy known from ionospheric wave interaction experiments to properties for energies well above the thermal known from leboratory experiments. Excellent agreement with the experimentally measured amplitude and phase changes is obtained over the entire power range. The effects of night-to-night variability of the lower E region on the temperature rise and the factors which limit it, are dis-

N74-31840 Pennsylvania State Univ., University Park. sphere Research Lab.

WAVE INTERACTION USING A PARTIALLY REFLECTED PROBING WAVE

W. A. Kissick and A. J. Ferraro In AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 9 p (For availability see N74-31812 21-13)

(Contract NO0014-67-A-0385-0014; Grant NSF GA-13885) A proposed new form for the wave interaction experiment is reported which utilizes a partially reflected scho of the probing wave that originates in the heated region. Digital computer simulation shows that the amplitude interaction coefficient can be as high as 0.1 for certain conditions. The effects of self-heating are calculated by using the probing wave parameters and geometry. A significant change in the measured A sub x/A sub o ratio occurs when the solf-heating effect is included.

N74-31841 Cornell Univ., Ithača, N.Y. Center for Radiophysics and Space Research.

DOUBLE CROSS MODULATION IN THE D-REGION

G. C. Rumi In AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 15 p refs (For availability see N74-31812 21-13) (Grant NSF GP-5452)

An experiment of cross modulation in the lower D-region that made use of 2 relatively high frequencies is described. Its peculiarity was that the received wanted wave - on account of its relatively high frequency - contained a relatively strong extraordinary component together with the ordinary component. Such an echo was received alternatively by means of circularly and linearly polarized antennas, so that both amplitude cross modulation and cross modulation of the plane of polarization were detected. The discrimination between these two kinds of cross modulation was obtained just by shifting from one kind of antenna to the other. Since the experiment produced two pieces of information analytically related to the two knowns of the ionosphere at a specific height, namely the electron density, and its collision frequency, both of them were determined for heights ranging between 70 and 40 km.

N74-31842 Leicester Univ. (England). Dept. of Physics. MODIFICATION EFFECTS IN THE IONOSPHERIC D-RE-GION

Tudor B. Jones In AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 6 p refs (For availability see N74-31812 21 13)

Nonlinear affects are observed during D region heating experiments using the high power transmitter at Platteville, Colorado. The first experiments, in which the power and frequency of the modifying transmitter were varied, indicate that the electron temperature changes are greater than perturbation magnitude. Experimental results are in good agreement with cooling due to the excitation of the rotational bands of molecular nitrogen. Later experiments, in which two frequencies are transmitted simultaneously, indicate that nonlinear frequency mixing may occur when the frequency difference is equal to the gyro-frequency. Author

N74-31843 Camerino Univ. (Italy).

NUMERICAL SOLUTION OF A PROBLEM OF NONLINEAR WAVE PROPAGATION THROUGH PLASMAS

L. M. DeSocio and G. Gaffuri In AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 10 p refs (For availability see N74-31812 21-13)

The self-interaction of an electromagnetic wave propagating through a plasma layer has been considered as a typical example of nonlinear effect in the ionosphere. For the plasma, the indicative values of the physical characteristics of the D region have been considered. Quasi-longitudinal and non derivative propagation have been assumed and the electron heating is supposed to be described by Bailey's equation. The problem of determining the changes of the modulation index, the second harmonic distortion and the total absorption of both the ordinary and extraordinary waves has been solved numerically in an extensive range of values of the characteristic parameters.

N74-31844 Naples Univ. (Italy). Centro Studi di Radiopropagaz-

THE IDNOSPHERIC PROPAGATION OF THE MODULATED WAVES WITH CARRIER FREQUENCIES FAR FROM AND VARYING AROUND THE GYROFREQUENCY

M. Cutolo, P. DiMalo, G. Gaffuri, G. Agnelli (Osservatorio Astronomico di Rome, Italy), F. Fabbri (Osservatorio Astronomico di Rome, Italy), M. Iannello (Osservatorio Astronomico di Rome, Italy), R. Flagg (Florida Univ.), and W. Greenman (Florida Univ.) In AGARD Nonlinear Effects in Electromagnetic Wave Propagation May 1974 13 p refs (For availability see N74-31812 21-13)

The self modulation phenomenon has been studied with oblique and with vertical incidence and with C.W. and pulse techniques. The C.W. experiments to demonstrated that the phenomenon clearly depends on the power emitted by the radio transmitting station. While the transmissions with C.W. were made with a carrier frequency far from the local gyrofrequency. the pulse transmissions were made with a carrier frequency varying around the gyrofrequency. The experiments have shown that it is possible to have demodulation or overmodulation and a resonance curve when the carrier frequency varies around the local gyrofrequency. The exportments made during the total solar sclipse of 7th Merch 1970 are also discussed.

N76-16256# Advisory Group for Aerospace Research and Development, Paris (France)

ELECTROMAGNETIC NOISE INTERFERENCE AND COM-PATIBILITY

Nov. 1976 585 p. refs. In ENGLISH and FRENCH Presented at the Joint Avionics/Electromagnetic Wave Propagation Panels Symp., Paris, 21-25 Oct 1974 (AGARD-CP-169) Avail NTIS HC \$13.75

Electromagnetic interference and compatibility studies on avionics equipment and subsystems are presented. For individual titles, see N76-16257 through N76-16297.

N76-16257 Stanford Research Inst., Arlington, Va. DEFINITIONS AND FUNDAMENTALS OF ELECTROMAG-NETIC NOISE, INTERFERENCE, AND COMPATIBILITY

G H Hagn In AGARD Electromagnetic No. - Interference and Compatibility Nov 1975 24 p refs (For availability see

The terms electromagnetic noise, interference, and compatibility are defined, and some of the different definitions for these terms in current usage are discussed with emphasis on international definitions. For this paper, noise is defined as all electromagnetic energy except that associated with the dualred signal for a specific system of Interest. Interference is considered to be an undesirable effect of electromagnetic noise upon a system or subsystem rather than as a cause or source of noise. Electromagnetic compatibility is the condition that prevails when telecommunications equipment is collectively performing its individually assigned functions in a common electromagnetic environment without causing or suffering unacceptable interferonce. Selected aspects of the fundamentals of noise, interference, and compatibility are discussed.

N76-16258 Lightning and Transients Research Inst., Melbourne.

ATMOSPHERIC DISCHARGES AND NOISE (AND COM-MUNICATIONS SYSTEMS INTERFERENCE REDUCTION) M. M. Newman and J. D. Robh In AGARD Electromagnetic Noise Interference and Compatibility Nov. 1975 22 p refs (For availability see N76-16256 07-32)

Most studies of atmospherics in the past have dealt with the subject on the basis of the frequency domain as a linear phenomenon. From the special point of view of working to improve communications systems performance, there are advantages to be derived in viewing the problem in the time domain. Considered are broadband measurements, up to 200 megahers, of the fine structure of radiation from individual discharges, as well as longer consecutive records of the character and spacing of pulse components of branching streamers and repeated discharges. which have hitherto been unavailable. Direct lightning interception studies are discussed in relation to discharge noise characteristics. Research on artificial lightning discharge noise propagation and reception at various distances is presented as a unique tool for atmospherics propagation studies

N76-16269 Stanford Research Inst., Arlington, Va. MAN-MADE ELECTROMAGNETIC NOISE FROM UNINTENTIONAL RADIATORS: A SUMMARY
G. H. Hagn and R. A. Shepherd In AGARD Electromagnetic Noise interference and Compatibility Nov. 1975 24 p. refs

(For availability see N76-16256 07-32)

Considered is the noise from electrical and electromechanical devices that are not designed as intentional radiators but that produce electromagnetic energy as a by-product. The emphasis here is on description of the noise from electrical power transmission and distribution lines and from vehicle ignition systems; these two sources are known to be important below and above 20 MHz, respectively. Other sources are mentioned, and prediction of the composite environment due to unintentional radiators is considered.

N76-16260 Observatoire de Paris-Meudon (France). COSMIC NOISE [LES BRUITS COSMIQUES]

A. Bolschot In AGARD Electromagnetic Noise Interference and Compatibility Nov. 1975 12 p refs in FRENCH (For availability see N76-18256 07-32)

A description of the various natural sources of electromagnetic radio noise was given, including the nature of the various types of noise generated. Some of these have a very broad, continuous spectrum (such as the noise from galaxies or radio sources), while others have intermittent, irregular spectra (such as the noise from solar or Jovian flares, pulsors). The average characteristics of the various parts of the spectra generated by these sources were given, including their perturbing effects on ground communication. Transl. by Y.J.A.

N76-16261 Science Research Council, Slough (England). Appleton Lab.

LAND, SEA AND ATMOSPHERIC THERMAL NOISE

P. G. Davies In AGARD Electromagnetic Noise Interference and Compatibility Nov. 1975 15 p refs (For availability see N76-16256 07-32)

Thermal emission is reviewed for the natural environment within the microwave, far infrared and medium infrared bands of the E-M spectrum down to a wavelength of about 3 micron where reflection of solar radiation begins to predominate. The emphasis is primarily on the fundamental aspects of the emissive properties of the atmosphere and various surfaces and the relationship of this thermal emission to the thermal, absorptive and scattering properties of the atmosphere in slant path propagation. A nomogram technique for determining the noise signal at a point in the atmosphere is considered and a bibliography of recent work on thermal emission is included.

N76-16262* Stanford Research Inst., Menio Park, Calif. Radio

IONOSPHERIC AND TROPOSPHERIC SCINTILLATION AS A FORM OF NOISE

J. Fremouw and C. L. Rino. In AGARD. Electromagnetic Noise Interference and Compatibility Nov 1975 13 p refs (For availability see N76-16256 07-32)

(Contracts NASS-21551; NASS-21891, DASA01-68-C-0104; DNAU01-74-C-0255; F30602-74-C-0279)

Recent tests of signals observed through the ionosphere. the solar wind, and a laboratory plasma have revealed a surprising consistency in parameters describing the first order statistics of a signal caused to scintillate by a randomly structured plasma This paper describes a means for exploiting these new findings in a transionospheric communication channel model.

N76-16263 SIGMA Association, Hamburg (West Germany). THE INFLUENCE OF PARTICULAR WEATHER CONDITIONS ON RADIO INTERFERENCE

C. Fengler In AGARD Electromagnetic Noise Interference and Compatibility Nov. 1975 10 p refs (For availability see N76-16256 07-32)

The various propagation properties of the atmosphere are associated to the variation of the refractive index. A stratified atmosphere shows due to the meteorological parameters a strong change which corresponds for example to variations of parameters as k-factor or radio horizon and noise temperature. The case of an atmosphere with embedded discontinuities is illustrated by experimental results, which were obtained on line-of-sight ground links, links with a distance near the radio horizon, transhorizon links as well as earth-space links it concludes that most radio interference is to be expected during days with strong radiation and the influence of cold fronts.

N76-16264 SEFTIM, Paris (France)
ELECTROSTATIC CHARGES AND THEIR PERTURBING EFFECTS ON RADIO COMMUNICATION [LES CHARGES ELECTROSTATIQUES ET LES PERTURBATIONS QU'ELLES ENTRAINENT DANS LES LIAISONS RADIOELECTHIQUES
Charles Fevrot In AGARD Electromagnetic Noise interference and Compatibility Nov. 1975 4 p in FRENCH (For availability see N76-16256 07-32)

The following areas related to the effect of electrostation charges on aircraft radio communication were discussed: (1) electrostatic charges and potential distribution on the surface of aircraft. (2) generation of these charges. (3) jamming effects, (4) suggested solutions. High electrostatic potential differences may exist between the metallic surface of siroraft and the surrounding air, or between two neighboring points of an insulating surface, although metallic surfaces may be assumed to be equipotential. Such charges may be generated by phenomena linked to the surrounding atmosphere, the aircraft itself, or other special situations (such as in flight refuelling, braking on a dry runway, etc.) Radio jamming resulting from these charges takes the form of a general increase in background noise and, in certain cases, may be aggrevated by noise resulting from sudden avalanche discharges. Suggested solutions include the development of improved paints with better conductivity properties.

N76-16285 Technische Hogeschool, Eindhoven (Netherlands). POLARIZED NOISE IN THE ATMOSPHERE DUE TO RAIN A. Mawira and J. Dijk *In* AGARD Electromagnetic Noise Interference and Compatibility Nov. 1975 23 p refs (For availability see N76-16256 07-32)

Equations describing the propagation of plane waves through a medium containing axisymmetric rain drops are presented. They lead to a general expression for the cross polarization parameter. A transfer equation involving the stokes spectral parameters associated with the electromagnetic field in this medium, is also given. The solution of this equation shows that a polarization of the thermal emission in the atmosphere can be caused by rain. The evaluation of the cross polarization parameter from sky Author emission measurements is also discussed

N76-16266 Technische Hogeschool, Findhoven (Netherlands). DEPOLARIZATION AND NOISE PROPERTIES OF WET ANTENNA RADOMES

J. Dijk and A. C. A. VanDerVorst In AGARD Electromagnetic Noise Interference and Compatibility Nov. 1975 16 p (For availability see N76 16255 07-32)

The influence of artificially wetted radome panels of different materials (Tedlar, Mylar, Tellon) on the performance of antenna systems covered with radomes was measured. Noise, transmission and depolarization measurements have been carned out and when possible compared with the theory.

N76-16267 Institut fuer Physikalische Weltraumforshung. Freiburg (West Germany)

ANTENNA RESPONSE TO RANDOM ELECTRIC FIELDS DUE TO THERMODYNAMIC DENSITY FLUCTUATIONS IN

R. Grabowski In AGARD Electromagnetic Noise Interference and Compatibility Nov. 1975 11 p refs (For availability see N76-18258 07-32)

Thermodynamic density fluctuations of positively and negatively charged components in a plasma are responsible for the occurrence of random electric fields. The antenna response to these fields may be characterized by the quadratic or power spectrum of the voltage fluctuations in a measuring device connected with the antenna. The response is dependent upon the antenna configuration and is described as a filtering effect in wave vector space. Theoretical quadratic spectra are presented for equilibrium plasmas streaming parallel to the antenna axis. The bulk velocity has a strong influence upon the shape of the spectra, especially as it is the cause for a periodic fine struc-

N78-16268 Technische Hogeschool, Eindhoven (Netherlands). THE INFLUENCE OF FREQUENCY AND RECEIVER APERTURE ON THE SCINTILLATION NOISE POWER

M. J. M. VanWeert In AGARD Electromagnetic Noise Interference and Compatibility Nov. 1975 10 p refs (For availability see N78-16256 07-32)

Some properties of the scintillation noise power are discussed. The used model is essential the same as used by Lee and Harp. Some calculations of different statistical properties of the scintillation noise are shown. Special attention is given to the influence of receiver sperture and frequency on admiliation noise power. It is shown that both parameters have a significant influence on amplitude scintillation, but hardly on phase scintillation. This behavior is explained. To decide whether scintiliation does have a significant influence on the performance of a communication link, the total scintillation noise power is compared with thermal noise power on an earth to satellite path. Author

N75-16269 Army Electronics Command, Fort Monmouth, N.J. Communications/ADP Lab

DOD ELECTROMAGNETIC COMPATIBILITY PROGRAM: AN OVERVIEW

John J. ONeil In AGARD Electromagnetic Noise Interference and Compatibility Nov. 1975 6 p refs (For availability see N76-16256 07-32)

An overview of the Department of Defense Electromagnetic Compatibility Program is presented. This integrated program intended to ensure the electromagnetic compatibility of all electrical and electronic equipments, subsystems and systems produced and operated by components of the Defense Department in any electromagnetic environment, resulted in the establishment of eight major program areas. The status of each of these areas is examined with particular emphasis on the areas of EMC standards and specifications and measurement techniques and instrumentation. Plans of the Department of Army to solve operational problems are also reviewed. Author

N76-16270 Messerschmitt-Boelkow-Blohm G.m.b H., Ottobrunn (West Garmany)

GENERAL EMC SPECIFICATION OR SYSTEMS ORIENTED EMC SPECIFICATIONS

D. Jaeger /n AGARD Electromagnetic Noise Interference and Compatibility Nov. 1975 12 p (For availability see N76-18258

To ensure electromagnetic compatibility in systems, EMC equipment specifications are required to limit for each unit the interferences emitted and specify a certain degree of unsusceptibility to interference signals. An examination is made as to whather it is more favorable to use a general EMC specification or system oriented specifications for this purpose. The following solution is obtained. The test methods and the test philosophy should be uniform for all systems. MiL-STD 462 (+ 463) could represent a good basis. However, updating and expansion in various respects seem desirable. As far as the limit values are concerned, it becomes evident that the characteristics of the systems themselves, their environment, and the system in conjunction with which they must possibly function differ too greatly. Establishing system related limit values is considered the optimum solution.

N76-16271 Societe Nationale Industrielle Aerospatiale, Blagnac (France).

ELECTROMAGNETIC NOISE SPECIFICATIONS [SPECIFI-CATIONS EMC]

J. C. Delpech in AGARD Electromagnetic Noise interference and Compatibility Nov. 1975 21 p. In FRENCH (For availability see N76-18256 07-32)

Various EMC standards and specifications now in use were compared, with special emphasis on those applicable to alribone systems. The essential similarities and differences between these specifications were pointed out, in relation to the following type of tests used, frequency bands applicable, degree of required tolerance demanded, operating regime specified, and recommended hardware. The following points were also emphasized (1) the lack of adequate tests required by certain specifications (such as those used to evaluate the uninerability of numerical equipment), (2) the new tests required in the most recent specifications, (3) the tack of precision and unsatisfactory matching between certain limits which have been observed experimentally, and (4) the superiority of certain specifications in relation to the measurement principles and instruments used. Transl. by Y.J.A.

N76-16272 Stanford Research Inst., Arlington, Va. A STATUS REPORT OF THE IEEE/ECAC ELECTROMAGNETIC COMPATIBILITY FIGURE OF MERIT COMMITTEE G. H. Hagn and M. N. Lustgarten (IIT Res. Inst., Annapolis, Md.) /n AGARD Electromagnetic Noise Interference and Compatibility Nov. 1975 15 p. refs (For availability see N78-18256 07-32)

A practical technical procedure is devised for specifying an electromagnetic compatibility Figure of Merit (FOM) for various electronic devices and systems. An EMC FOM for single channel voice communication systems, based on the channel denial concept. was developed by using a building block approach. The building block approach involves the use of relatively simple scoring formulas for selected EMC parameters, which are then linearly combined, with appropriate weighting factors, to calculate equal to 10 db in a moderately dense co-site environment. The parameter acoring equations were developed to reflect the frequency spectrum denied by each parameter. The weighting factors for the building block approach were determined by running a computer program that kept track of the number of channels denied by each parameter. Example calquiations for HF, VHF. and UHF systems are given, and the interpretation of the scores is discussed.

N76-16273 Ministry of Defence, London (England). ELECTROMAGNETIC COMPATIBILITY IN MILITARY AIRCRAFT

D. H. Hight and W. A. Kelly. In AGARD. Electromagnetic Noise Interference and Compatibility. Nov. 1975. 5 p. ref (For availability see N76-16256.07-32).

Common sources of electromagnetic compatibility problems ar3 outlined and the difficulties confronting engineers who are responsible for producing successful aircraft weapon systems are discussed. A definition of EMC is given within the context of an aircraft weapon system. EMC problems can be minimized by: defining clearly the requirements of the weapon system; translating this requirement into an overall system specification; defining subsystem and installation specifications; writing an EMC control plan, and producing a detailed test plan.

N76-16274 Lucas Aerospace Ltd., Hemel Hempstead (England). ELECTROMAGNETIC COMPATIBILITY CONTROL PLANE P. D. Campbell In AGARD Electromagnetic Noise interference and Compatibility Nov. 1975 21 p. refs (For availability see N76-16256 07-32)

The spectrum and level of radio interference have been measured for years and unwanted omissions reduced retrospectively. This remedial approach is now recognized as inefficient but the concept of electromagnetic unripptibility as a
design parameter still requires emphasizing. The devices, circuits,
components and constructional details which can contribute to
the creation, conduction and emission of unwanted signals are
indicated and means whereby their effects can be minimized
are examined. The problems arising in creating and implementing
a control plan for the development of a typical piece of electrical
equipment are outlined and the difficulties experienced in balancing
operational, theoretical, practical and contractual requirements
are highlighted.

Author

N76-16275 Signals Research and Development Establishment, Chartchurch (Findand)

A CASE FOR AN EVALUATION AND ADVISORY SERVICE E.M. Frost In AGARD Electromagnetic Noise Interference and Compatibility Nov. 1975 5 p (For availability see N76-16256 07-32)

The requirement to exchange, interwork and co-site equipments and systems, coupled with the widening use of semiconductor devices for new as well as traditional applications, has led to the concept of an overall Electromagnetic Compatibility (EMC) activity. However, there is no generally accepted definition for EMC as separate interests are tending to retain their own limited interpretations. It is believed that this is causing interface difficulties that will prevent EMC adapting itself sufficiently rapidly to deal with this changing and expanding electronic situation. After considering EMC as a typical poliution situation a suggestion is made for an evaluation and advisory service that would provide an interface between other EMC and allied activities and also act as a focus and creative development point for new ideas and techniques.

N76-16276 Thomson-CSF, Levallois-Perret (France).
INTERFERENCES IN FREQUENCY MODULATION SYSTEMS
[INTERFERENCES DANS LES SYSTEMES A MODULATION
DE FREQUENCE NO. 21)

G. Crecombette in AGARD Electromagnatic Noise Interference and Compatibility Nov 1975 16 p in FRENCH, ENGLISH summary (For availability see N76-18255 07-32)

Interference problems applicable to telephone radio links with multiplexing reported in frequency (FDM-FM) were discussed A general treatment applicable to all FM links was first presented, including: (1) typical organization of links and equipments, (2) effects of disturbances on the operation of equipment (capture of AGC and limiters) and on overall performance inoise after demodulation), (4) procedures used to reduce the effects of disturbances, and (5) calculation of the level of disturbances from the radiation diagrams and application to two special cases. The rest of the report was limited to FDM-FM telephone radio links with moderate to large ospacities. Measurement results of reciprocal perturbations between different radio links of normal capacity were presented. Finally, radiation pattern diagrams used in the design of a network system were illustrated.

A LY yd IsnatT

N76-16277 Army Electronics Command, Fort Monmouth, NJ RADAR INTERPERENCE REDUCTION TECHNIQUES William Fishbein, Reinhard Olesch, and Otto Rittenbach In AGARD Electromagnetic Noise Interference and Compatibility Nov. 1975 23 p. refe (For availability see N76-16256 07-32)

Techniques are described, applicable to radar, which enhance the compatibility of multiple systems in limited frequency space By appropriate combination of multiple frequenties, the spectral occupancy of a signal can be reduced through pulse shaping. without sacrifice in range resolution. This method is extended to continuous wave radar, resulting in sidelohe reduction without amplitude modulation. A function is defined relating mutual interference of two systems in terms of their waveforms, physical and spectral proximity, and is used as a measure of interference. Ordinary single sideband techniques are modified and applied to rader to reduce spectral width. Considerations for interlacing the discrete line spectra of several radars are given. They include single sideband processing of unidirectional doppler signals and a step scanning scheme which permits increasing the allowable pulse rate. Author

N76-16276 Electromagnetic Compatibility Analysis Center. Annapolis, Md.

APPLICATION OF PROGRAMMABLE CALCULATORS TO EMC ANALYSIS

J. P. Georgi (Dept. of Defense) and Paul D. Newhouse (ITT Research Inst.) In AGARD Electromagnetic Noise Interference and Compatibility. Nov. 1975, 14 p. refs. (For availability see N76-18256 (27-32).

The use of programmable calculators is suggested for making electromagnetic compatibility calculations conveniently and economically. Programmable calculators are available at prices ranging from about \$800 to \$5000. Programs recorded on magnetic cards or tapes for use with the popular U.S. makes of calculators will be available from the Department of Defense. Electromagnetic Compatibility Analysis Center (ECAC) in 1975. Detailed explanations of several of the ECAC programs are given to illustrate the kinds of calculations that can be performed and to indicate the ease with which the programs can be used Guidelines for the selection of calculators, and the pros and cons of using them are given.

Electromagnetic Compatibility Analysis Center, N76-16279 Annapolis, Md

APPLICATION OF MARKOV CHAIN THEORY TO THE MODELLING OF IFF/SER SYSTEMS

Stephen J. Sutton (IIT Research Inst.) and C. Wayne Ehler (IIT Research Inst) In AGARD Electromagnetic Noise Interference and Compatibility Nov 1975 23 p. refs (For availability see N76-18256 07-32)

The automated IFF/SSR prediction model was constructed around the Markov chain models. Inputs to the prediction model include the interrogator environment and an air traffic deployment for a specific geographic area. For each transponder in the duployment the model determines those interrogators whose signals are received, calculate the transition probabilities, selects the proper Markov chain, and calculates transponder performance parameters. These parameters are then used to calculate the performance of a selected interrogator system. To gain confidence in the model predictions, results were compared with predictions from a previously validated simulation and with available measured interrogation and suppression arrival rates. The comparison showed that the IFF/SSR model predictions correlated well with both the other predicted data and the measured data. The results of this paper show that the IFF/SSR prediction model with Markov chain transponder models provides a powerful, flexible, reliable, and accurate analysis capability.

N76-16280 British Aircraft Corp., Filton (England). Systems Group.

COMPUTER GENERATION OF AMBIGUITY SURFACE FOR

RADAR WAVEFORM SYNTHESIS

R. J. Morrow and G. Wyman In AGARD Electromagnetic Noise Interference and Competibility Nov. 1975 11 p refs (For availability see N76-16256 07-32)

Recent advances in the field of surface acoustic devices are likely to encourage the implementation of complex forms of matched filter reglars. As a consequence, the system designer and EMC Analyst will require convenient methods establishing the likely system performance obtained from the various forms of signal processing. One well established technique used to determine the theoretical performance of matched filter or correlation receivers is through the application of the ambiguity function. This function has wide application as it may be employed to evaluate the theoretical received signal response in both the time and Dopoler domains. As this function handles both matched and unmatched signals it provides a convenient method of assessing both the design and eventual electromagnetic compatibility of the system. With these considerations in mind a general computer method of solving the ambiguity function has been developed and is described in this paper. Author

N76-16281 Electronic Communications, Tric., St. Petersburg.

ANT, WNA-TO-ANTENNA EMC ANALYSIS OF COMPLEX AIRBORNE COMMUNICATION SYSTEMS

William L. Dillion In AGARD Electromagnetic Noise Interference and Compatibility Nov. 1975 16 p ref (For availability see N78-16256 07-32)

Methodology and applied techniques for antenna-to-antenna electromagnetic compatibility analysis of complex airborne communication systems are presented Potential interference modes and system isolation factors are examined in conjunction with a typical equipment complement. A method of analysis is discussed which uses computer calibrated antenna space isolations with conventional analysis techniques. Some typical analysis results are presented in summary form. Antenna isolation is ciscussed as a limited factor for EMC optimization. The results of past analysis clearly show the need for frequency management to effect interference control as an integral part of the antenna toantenna EMC profile of complex airborne systems.

N76-16262 Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

ANALYSIS OF THE NOISE AND ITS INFLUENCE ON COMMUNICATION SYSTEMS [ANALYSE DIJ BRUIT ET DE SON INFLUENCE SUR LER SYSTEMIS DE COM-MUNICATION)

Roger Gouillou In AGARD Electromagnetic Noise Interference and Compatibility Nov. 1975 7 p. refs. In FRENCH; ENGLISH summary (For availability see N76-18258 07-32)

The paper aims at providing the communications engineer with guidelines in view to minimize the loss of information through signal reception and processing, by keeping to a minimum the

introduction of noise at the different stages of data treatment It summarizes, from this point of view, the many theoretical works found in the literature, and emphasizes the practical steps leading to the results. Noise and signal are considered through their respective spectral representations. This permits, through well known concepts, a definition of the effect of signal masking by the noise, and the calculation of the noise level as a function of processing means. Formulas established this way are easily applicable to various practical cases. Problems raised by the discovery of the signal within the noise are also mentioned.

N75-15283 Rome Air Development Center, Griffiss AFB, N.Y. COMPUTER MODELING OF COMMUNICATIONS RECEIV-ERS FOR DISTORTION ANALYSIS

J. F. Spins and D. D. Weiter (Syraguse Univ.) In AGARD

Electromagnetic Noise Interference and Compatibility Nov. 1975 p (For availability see N76-16256 07-32)

Details of an analysis technique and companion computer program are presented that have application in the area of design and analysis of electronic circuits. Particular emphasis is placed upon the application of the program to the modeling of nonlinear distortion effects in communication receivers. A discussion of moderately nonlinear systems and the treatment of such systems using the nonlinear transfer function approach is followed by circuit analysis as a potential tool in designing and evaluating circuits from an electromagnetic compatibility point of view. An overview of the computer program in terms of some of its more salient features is provided.

N76-19284 Norges Tekniske Hongskole, Trondheim.
COMPARATIVE ANALYSIS OF MICROWAVE LANDING
SYSTEMS WITH REGARD TO THEIR SENSITIVITY TO
COMERENT INTERFERENCE

Borje Forsseli In AGARD Electromagnetic Noise interference and Compatibility Nov. 1975 8 p (For svailability see N76-16258 07.32)

Proposed landing systems were computer simulated to examine their behavior in a realistic multipath environment. Models of airfields were elaborated and the reflected and direct signal components were used as inputs to mathematical models of the receiving systems to compute the resulting position errors. This study showed that it would be possible to use groups of synthetic interference components for the same purpose. By carefully choosing the distribution of the coherent interference, the significance of the comparison can be improved and the amount of work reduced.

N76-16265 Naval Postgraduate School, Monterey, Calif. Dept. of Electrical Engineering.

THE CROSSED-DIPOLE STRUCTURE OF AIRCRAFT IN AN ELECTROMAGNETIC PULSE ENVIRONMENT
Robert W. Burton In AGARD Electromagnetic Noise Interference

and Compatibility Nov. 1975 15 p refs (For availability see N76-16256 07-32)

The crossed dipole receiving antennas has been used as a representative model to approximate electromagnetic pulse effects on aircraft. Electromagnetic properties of the crossed dipole receiving unterma illuminated by a monochromatic source are considered. Results are presented for electrically moderately thin structures. In practice, when a crossed dipole receiving antenna is excited by a broad spectrum electromagnetic pulse, certain important electrical resonances occur; that is, at specific single frequencies of excitation some portions of the structure can support large amplitude standing waves of current and/or charge. Under such conditions a current maximum/charge minimum, current minimum/charge minimum, or current minimum/charge maximum may occur at the junction region. Examples of resonant and antiresonant situations for the parasitic monopole and the crossed dipole which highlight the possible interactions between the arms of the crossed dipole are presented which give insight into methods of analyzing aircraft in an electromagnetic pulse environment.

Author

N76-16286 Telecommunications Radioelectriques et Telephoniques, Le Plesis-Robinson (France).

DESIGN PROBLEMS RELATED TO RADIO COMMUNICA-TION WITH AN INTEGRATED AIRBORNE SYSTEM [PROBLEMS POSES PAR LA TRANSMISSION DANS UN SYSTEMS INTEGRE AEROPORTE)

G. David et Vannetzei In AGARD Electromagnetic Noise Interference and Compatibility Nov. 1975 10 p refs (For availability see N76-18256 07-32)

An integrated communication system with second order

redundancy (as a back-up against breakdown) was investigated Reasonable series and parallel circuits, assumed to be controlled by a management unit, and from which exchange principles may be shown, were illustrated. A number of communication problems between the transmission system and hardware components were briefly examined; such communication messages may be transmitted with a NRZ-type code. If distances are taken into account, a biphasic code is preferable since it eliminates any steady component from the main transmission line. Finally, numerical data transmissions facilitate the control of information and thereby decrease the possibility of amora Transl. by Y.J.A

N76-16287 Messerschmitt-Boeikow-Blohm G.m.b.H., Ottobrunn (West Germany).

DIGITAL DATA TRANSMISSION IN AIRCRAFT EMC-PROBLEMS AND POSSIBLE SOLUTIONS

H. Rode In AGARD Electromagnetic Noise Interference and Competibility Nov. 1975 10 p (For availability see N76-16256

In the use of digital systems in aircraft, where a great deal of interference emission and very sensitive equipment are concentrated in a small space, new problems can arise due to the special type of emission and susceptibility of the digital systems. Great care must therefore be laid on the selection of the cabling (twisting rate, shielding), the line drivers and receivers, the rise and fall time, and the transmission rate. To prove in practice the meaning of theoretical evaluations of a choice of line drivers, line receivers and cables, special tests were performed on EMC test facilities. These tests also covered the different shielding and earthing possibilities. Special EMC tests were established to prove the compatibility of the digital systems with the complete alteraft system.

N76-16288 Electronique Marcul Dubbault, St Cloud (France).
GENERATION AND EFFECTS OF CONDUCTION AND
RADIATION NOISE VOLTAGES BETWEEN THE COMPONENTS OF A SINGLE SYSTEM [GENERATIONS ET EFFETS
DES TENSIONS PARASITES DE CONDUCTION ET DE RAYONNEMENT ENTRE ENSEMBLES D'UN MEME SYS-TEME

A. Quidet In AQARD Electromagnetic Noise Interference and Compatibility Nov. 1975 14 p in FRENCH (For availability see N76-16256 07-32)

The main interference effects between the various components of electronic airborne systems were discussed, with emphasis on protection techniques and policies that should be adopted In recent years, the introduction of digital numerical techniques, despite their numerous advantages, have complicated the integration of components using these techniques. Protection policies against such interferences rest on the following objectives: (1) limitation, insofar as possible. In the number of static noise generators, (2) reduction of the undesirable coupling effects, (3) avoiding perturbing effects by selecting appropriate techniques for data transmission. In addition, airborne system components are requisted by certain standards and specifications such as AIR 510 C fourth edition of 15 Feb. 1983, Mil Std 461 A of 1 Aug. 1968, Mil Std 462 of 31 July 1967.

N76-16289 Siemens A.G., Munich (West Germany). THE REDUCTION OF ELECTROMAGNETIC COMPATIBILITY DUE TO NON-LINEAR ELEMENTS AND UNINTENDED RANDOM CONTACTING IN THE PROXIMITY OF THE ANTENNA OF HIGH-POWER RF-TRANSMITTERS

K. Landt In AGARD Electromagnetic Noise Interference and Compatibility Nov 1978 10 p refs (For availability see N76-16256 07-32)

With the aid of selective filters it is possible to almost completely eliminate harmonics, spurious emissions and widehand interfering signals on the output of RF transmitters, even those operating at very high output powers. These interfering signals are again generated, if nonlinear junctions or unintended random contacting create secondary radiation sources in the proximity of the transmitting antennas. The problems indicated are discussed with reference to an example for the installation of a UHF-unit and an avionic device in an aircraft, as well as on the example of an installation unboard a ship.

N76-16290 Royal Aircraft Establishment, Farnborough (England) Engineering Physics Dept.

IMPROVED DESIGN OF INTERPERENCE SUPPRESSORS AND MEASUREMENT OF ATTENUATION CHARACTURIS. TICS

M. L. Jarvis and J. D. Hawkett In AGARD Electromagnetic Noise Interference and Compatibility Nov. 1975 availability see N76-16256 07-32)

The mathematic approach and results are reported in the development of a new design of interference suppressor which eliminates the resonances normally pocurring between a suppressor and its lond. Also described are shortcomings of conventional 50 ohm insertion loss measurements, and a characteristic based on critical load conditions is proposed

N76-16291 Army Missils Command, Redstone Arsenal, Ala. MISSILE INTERSYSTEM EMC TESTING

Charles D. Ponds In AGARD Electromagnetic Noise Interference and Compatibility Nov. 1975 10 p refs (For availability see N76-16256 07-32)

The intersystem EMC testing of missiles is described. Systems compatibility to a world wide electromagnetic environment is demonstrated by using mini computer control, broadband emitters, a unique data acquisition system, an infrared data link and a minicomputer data reduction system. Also, redesign information is acquired which will provide EM hardened missiles. The simulation facility used to provide an EM environment from 100 KHz to 15 GHz is described giving the emitter power output, modulations, sweep capabilities, log periodic and horn antenna, transmission line transverse electromagnetic mode test chamber and a minicomputer for close loop control of emitters, power and frequency controller, data acquisition and reduction. Author

N76-15292 Apritalia, Turin (Italy).

MEASUREMENT OF INTERWIRING COUPLED NOISE
B. Audone and L. Bolla /n AGARD Electromagnetic Noise
Interference and Compatibility Nov. 1975 13 p refs (For availability see N76-16256 07-32)

One of the major problems arising in the electromagnetic compatibility analysis of a complex system such as an airplane is the wiring interconnecting the equipments. A large amount of interference is plaked-up among cables in the same loom when, due to limited available space, emitting and sensitive wires are not sufficiently separated. A test method to measure the coupling interference and susceptibility in different load configurations (open or short circuit) is proposed with the advantage of having a realistic simulation of the wiring coupling mechanism and valid guidolines for a better cable separation philosophy.

N76-16293 Gerioa Univ. (Italy) ON THE EVALUATION OF MAN-MADE ELECTROMAGNET-IC NOISE INTERFERING WITH COMMUNICATIONS IN THE E. L. F. RANGE

Glorgio Tacconi In AGARD Electromagnetic Noise Interference and Compatibility Nov. 1975 18 p. refs (For availability see N76-18256 07-32)

The mechanics of some aspects of the man made electromagnetio noise at the E.L.F. are examined that are the most favorable for propagation in dissipative media. In particular, the noise is considered as generated by a moving ship in the vicinity of an electromagnetic sensor immersed in the sea. Mathematical and experimental approaches for an estimation of such noise are proposed. Some experimental results obtained in the Tyrrhenian see are shown in accordance with theories and experiments. Local natural background noise as well as nearly and far off man made noise are considered in the context of a general transmission channel.

N78-16294 Army Electronics Command, Fort Monmouth, N.J. Avionics Lab.

AUTOMATIC TESTING OF AVIONICS BYSTEMS FOR ELECTROMAGNETIC COMPATIBILITY

Edmund T. Tognols In AGARD Electromagnatic Noise Interforence and Compatibility Nov. 1975 10 p refs (For availability see N76-16258 07-32)

A tuchnique of semi-automatic electromagnetic compatibility testing is described that involves the use of a data acquisition unit integrated into the aircraft avionics and electrical subsystems. This enables the test engineer to gather EMC performance data on the system in its natural environment. The onboard recorded data is subsequently reduced by computer using specially developed programs to determine areas of non-compatibility. The results of the investigation indicate that the technique of using a data acquisition system for EMC testing is feasible and requires

Billian Billian Bellian Sangara Man manufactura balance on restaurant to object me the project of a

less test effort and provides more complete and accurate results than conventional EMC testing

N76-16295 American Electronic Labs., Inc., Lansdale, Pa Communications Lab

DESIGN OF A COMMUNICATIONS TEST (TEMPEST) RECEIVER FOR MAXIMUM BROADBAND DYNAMIC

J. B. Hager, J. C. Jones, and J. R. VanCleave. In AGARD Electromagnetic Noise Interference and Compatibility Nov. 1975 8 p (For availability see N76-18256 07-32)

in any receiving system, but especially in communications test receiving systems, dynamic range is a key parameter A particularly difficult receiving frequency range is 1 kHz to 1 MHz, where unshielded ambient noise intensity is very high, and adequate sitisfding is imprantical. In a high noise ambient, the receiving system sensitivity becomes equal to the ambient level minus the receiving system dynamic range, which is invariably higher than KTB (thermal) noise. The design of a receiver for maximum performance in detection of broadband signals is algorificantly more stringent than that of narrow band signals, and requires the techniques described in this paper, importance is placed on successive filtering of the receiver channel and maximizing signal handling capability. The related considerations concerning focal oscillator rejection for maximization of tuning range and equipment shielding are also presented.

N76-16296 Ministry of Defence, Tel-Aviv (Israel). Armament Development Authority.

A STRAIGHT FORWARD COMPUTER ROUTING FOR SYSTEM CABLE EMI ANALYSIS

M. Russo and O. Hartal In AGARD Electromagnetic Noise Interference and Compatibility Nov. 1975 availability see N78-16256 07-32) 11 p refs (For

A method is reported that provides harness compatibility in e complex system, the design of which is limited. The method outlined provides a way whereby onlineering effort and a computational backup check are combined to generate the EMC requirements in as short a time as possible. The data reduction phase is simple, time and effort vaving and may be performed, after the primary effort phase, by non-EMC-skilled workers. The method as such is system oriented and meets the requirements of a specific design problem.

N76-16207 American Electronic Labs., Inc., Lansdale, Pa. A UNIVERSAL ELECTROMAGNETIC COMPATIBILITY (EMC) ANALYZER UTILIZING BASIC CIRCUIT MODULES
Karl E. Wieler and Warren A. Kasselman (Army Electron.
Command, Fort Monmouth, N. J.) In AGARD Electromagnetic
Noise Interference and Compatibility Nov. 1975 16 p (For availability see N76-16258 07-32) (Contract DAAB07-71-C-0339)

A measurement instrument was developed to give EMI-RFI testars more reliable information on received signals of an unknown nature. The amplitude distribution measurement can be applied to any situation where the distribution of a signal is desired. An evaluation of various detector modules defined usable measurement techniques for various signal types. New measurement concepts are introduced to the EMI/RFI field to give increased data on a detected unknown signal and certainly more reliable data than that taken with present measurement techniques and Author

N76-20302∦ Advisory Group for Aerospace Research and Development, Paris (France).

madio systems and the ionosphere
1976 424 p rels in ENGLISH: partly in FRENCH Conf. held
at Athens, Greece. 26-30 May 1975
(AGARD-CP-173) Avail. NTIS HC \$11.00

The effects of the ionosphere on high frequency communication system are unneidered. For individual titles, see N76-20303 through N76-20332.

N76-20303 Lincoln Lab., Mass. Inst. of Tech. Lexington IONOSPHERIC LIMITATIONS ON THE ANGULAR ACCURACY OF SATELLITE TRACKING AT VHF OR UHF

J. V. Evans and R. H. Wand. In AGARD. Radio Systems and the lonosphere 1975 11 p refs Sponsored in part by US Army (For availability see N76-20302 11-32)

The maximum values of the radar metric errors are summarized that are liable to be encountered at 400 MHz at low elevations (2 deg) in the northern United States. The errors will generally be less than the values given here, and all tend to decrease with elevation E although for some (e.g., TIDs) the dependence is weak, and, in the case of scintillation, is controlled principally by the level of magnetic activity

N76-20304 Air Force Cambridge Research Labs., L. G. Hanscom

AMPLITUDE SCINTILLATION OBSERVATIONS AND SYSTEMS APPLICATION

Herbert E. Whitney and Jules Aurons. In AGARD. Radio Systems and the lonosphere 1976 16 p refs (For availability see N76-20302 11-32)

For the design of a transionospheric communications link, scintillation data are to be reduced to statistical descriptions during those intervals for which there is stationariness of the rms fluctuations of the signal. The fade statistics are useful in chonsing coding and/or time diversity techniques to overcome this fading. Signal statistics of this type are illustrated using data recorded at equatorial, sub-suroral, and auroral latitudes. These signal statistics are folded into a morphological pattern which contains statistics of scintillation fading as a function of geomegnetic latitude, instantaneous magnetic excursion, and local time. Recent data taken at auroral and sub-suroral latitudes have shown the effects on F layer irregularities of magnetic storms. In particular, the magnetic storms of August 1972 illustrate worst case scintillation levels. Data during the storm of Oct. 31 -Nov. 1, 1973 are used to show the correlation of scintillation with local magnetic variations.

N76-20305 Air Force Avionics Lab., Wright-Patterson AFB,

SIMULATION AND IMPLEMENTATION OF A MODULATION SYSTEM FOR OVERCOMING IONOSPHERIC SCINTILLA-TION FADING

Allen L. Johnson In AGARD Radio Systems and the lonosphere 1975 5 p refs (For availability see N75-20302 11-32)

fonospheric sointillation has been recognized as a major problem in VHF/UHF satellite communication systems. An extensive computer simulation was done in an attempt to find an economical coding-interleaving combination which could be implemented for an airborne VHF/SHF SATCOM system. A variety of coding techniques were investigated. An actual ionospheric scintilization signal was recorded and digitized for the usu in the simulation. The various coding intercaving techniques were played through this simulated channel; the results of each combination were tabulated. It was decided to implement a complete 75 bit-per-second teletyps modem utilizing the results of the simulation. The modem being built utilizes frequency shift keyed modulation. In order to operate the encoder and interleaver, a received data clock is needed. It is derived by sampling the input data and incrementally shifting a reference block until the best fit is achieved between the reference clock and a number of bits of the incoming data. This data clock is then used for timing the interleaver and encoder.

N76-20306 Communications Research Centre. Ottawa (Ontario). Dept. of Communications.

CHANNEL FADING ON AIR MOBILE SATELLITE COM-MUNICATIONS LINKS

L. A. Maynard In AGARD Radio Systems and the lonosphere 1975 9 p (For availability see N75-20302 11-32)

Statistical measurements of the fading and time dispersion of the earth-space path have been made at locations varying in geomagnetic latitude. These measurements have demonstrated that the required system margins for a given grade of service vary strongly with frequency, geomagnetic latitude, and the way in which system rollability is specified. Preliminary measurements of the multipath characteristics of the North Atlantic show that the reflection process is diffuse

N76-20307 General Electric Co., Schenectady, N.Y. Corporate Research and Development.

TRANSIONOSPHERIC EFFECTS ON RANGE MEASURE-MENTS AT VHF

Roy E. Anderson In AGARD Radio Systems and the lonosphere 1975 14 p refs (For availability see N76-20302 11-32)

A fully integrated satellite ranging system for locating ships was implemented at VHF. Performance of the system was examined to determine the effects of ionospheric group delay on the accuracy of the position fixes. Several 24-hour periods of ranging from a geostationary satellite to a widespread network of transponders yielded data on diurnal variations in delay and estimates on residual errors when lonospheric models are applied to the measurements. Some data on correlation distances in the longsphere were obtained. The results suggest that a VHF position fixing system using two geostationary satellites could be operated with an accuracy better than 1 nautical mile when the lonosphere is not disturbed.

N76-20308 Army Electronics Command, Fort Monmouth, N.J. Communications/Automatic Data Processing Lab. PLASMASPHERIC CONTRIBUTION TO GROUP-PATH-DELAY OF TRANSIONOSPHERIC SATELLITE NAVIGATION

H. Solcher In AGARD Radio Systems and the lonosphere

1976 15 p refs (For availability see N76-20302 11-32) A satellite navigation concept requires measurement of the time delay that satellite-emitted signals experience when traversing the distance between satellite and user. A pulse propagating this distance is slowed somewhat by an amount which is dirently proportional to the total number of free electrons (TEC) along its path. For high orbit satellites, TEC includes the lonospheric as well as the plasmaspheric electron contents. The Radio Beacon Experiment (RBE) aboard the ATS-6 satellite examined the ionospheric content, N sub I (by the Feraday technique), the total ionospheric and plasmaspheric contents, N sub T (by the group delay technique), and the plasmaspheric content (N sub T - N sub I). N sub p. Although diurnal, day-today, and seasonal variations of N sub p were observed, they were much smaller than corresponding variations of N sub I and N sub T. The ratio of plasmaspheric to conospheric contents varied diurnally, seasonally, and from day-to-day. The diurnal variation exhibits besically a nearly constant night behavior and a much lower day behavior with rapid changes just after local sunrise and just after local sunset.

N76-20309 General Electric Co., Syracuse, N.Y.
IONOSPHERIC RADAR RANGE ERROR CORRECTION BY INCOHERENT SCATTER-FARADY ROTATION TECHNIQUE

George H. Millman and Glenn M. Reinsmith In AGARD Radio Systems and the lonosphere 1976 13 p refs Sponsored by RADC (For availability sea N76-20302 11-32)

The incoherent scatter phenomenon in conjunction with the Faraday effect is evaluated as a technique for near real time correction of ionospheric reder range error. The study was performed utilizing a simulator computer program, the major components of which consisted of a time variant three dimensional electron density model and an earth magnetic field model expressed in terms of a series of spherical harmonics. Theoretical estimates of the Faraday polarization angle and the incoherent backscatter power are made for an assumed high powered radar located in the mid-latitudes with the antenna beam oriented in various azimuth elevation angle configurations. Radar range bias errors derived from the incoherent scatter and Faraday rotation simulated data are compared with the true reference errors. An evaluation is given of the residual range errors, i.e., difference between the predicted and true errors, computed for the months of June and December and sunspot numbers of 10 and 60

Author

N76-20310 National Observatory of Athens (Greece).

LONG RANGE VHF TRANSEQUATORIAL FOR THE EUROPEAN-APRICAN PATH, A REVIEW OF TIME DELAY MEASUREMENTS

Michael Anastassiadis and George Stefanou In AGARD Radio Systems and the lonosphere 1976 22 p (For availability see N76-20302 11-32)

Five years of measurements of time delay of VHF signals transmitted from Athens and received at Roma (Lesotho) and later at Salisbury and retransmitted by a triggered device back at Athens, support the mechanism of a supermode propagation. The shape of time delay curves during presunset and aftersunset hours are explained on the basis of a simple geometrical model taking into consideration the height of reflecting layers in both hemispheres, the elevation angles, and the central angles between the points of emission and the points of reflections all of which affect the time of propagation of the amitted wave. The influence of thermospheric winds is also considered particularly for the axclanation of lengthening during early evening hours. From all above experiments, the exect magnetic conjugancy seems to be of minor importance, and rather large areas

surrounding the conjugate point, are regions of high interest, permitting the realization of good communication systems on 30-90 MHz band with a very low peak radiated power. Author

N76-20311 Appleton Leb., Slough (England).

A NEW COMPUTER-BASED METHOD OF HE SKY-WAVE SIGNAL PREDICTION USING VERTICAL-INCIDENCE IONOSONDE MEASUREMENTS

A. Bradley In AGARD Radio Systems and the Innosphere 1976 16 p refs (For availability sec N76-20302 11-32)

A knowledge of lonospheric propagation modes and signal strengths is important for the successful operation of HF point-to-point communication circuits and over-the-horizon radars. Predictions use representations of the state of the ionosphere based either on long term trends in past ionospheric data, or on near real time ionospheric soundings at vertical incidence or over oblique paths. A new prediction scheme is described which can be used with either foregast values or direct measurements of the standard ionospheric characteristics derived from vertical incidence soundings, its important features include an improved model of the vertical distribution of electron concentration, a homing procedure to determine the rays which travel between specified terminals, an allowance for the fodusing of rays with low elevation angles, an expression for ionospheric absorption based on the lonospheric characteristic foE and the inclusion of the effects of polarization coupling loss determined in terms of ray path and magnetic field geometry.

N76-20312 Forschungsinstitut der Deutschen Bundespost. Darmstack (West Germany).

A COMPARISON BETWEEN THE DEUTSCHE BUNDESPOST IONOSPHERIC HE RADIO PROPAGATION PREDICTIONS

AND MEASURED FIELD-STRENGTHS
Th. Damboidt In AGARD Radio Systems and the ionosphere
1975 18 p refs (For availability see N76-20302 11-32)

The Deutsche Bundespost makes long term propagation predictions for use by its own frequency plaining department and for various other users. The forecast computer program is reported, followed by an outline of field strength messurements. Afterwards the measurements are compared with the forecasts: Some of the deviations between forecasts and measurements are analyzed. Author

N76-20313 Max-Planck-Institut fuer Aeronomie, Lindau Über Northelm (West Garmany).

ROUBERT (WEST GERMAIN).

ROWER FREQUENCY PROPAGATION ON AN 8,000 km

TRANSEQUATORIAL NORTH SOUTH PATH

H. G. Moeller In AGARD Radin Systems and the lonosphere

1970 7 p refs (For availability see N76-20302 11-32)

Two prediction improvements are suggested according to sweep frequency observations between Tsumeb, South West Africa and West Germany, in summer daytime the observed MOF is up to a factor of two higher then the predicted MUF. This error can be reduced to a factor of 1.2 if an Es-transmission factor of 7 is applied instead of a factor of 5 which had been used hitherto. In the existing predictions for long distance medium wave propagation only E-layer reflections are taken into account. in contrast to this assumption strong F-layer reflections have been observed. The median F-layer LOF was 1.3 MHz after midnight. At these low frequencies, signals reflected at the E-layer were quite often weaker than the signals reflected at the

N75-20314 GEC-Marconi Electronics Ltd., Chelmsford (England). Research Lab.

AN IDNOSPHERIC STORM MODEL USED FOR FORECAST. ING

W. Barday In AGARD Radio Systems and the lonosphere 1976 B p refs (For availability see N76-20302 11-32)

Long term, monthly or seasonal, predictions are prepared in advance for both point to point and mobile communications requirements. Such predictions are intended to be used for planning and for contingencies and are not intended as an accurate guide for day to day operation. Forecasts prepared a few hours In advance and distributed rapidly can be used to inform the operators how the operational frequency band on a particular day differs from that shown in the long term predictions. The relationship between solar events and radio communication frequencies is incorporated in an ionospheric storm model in order to produce an acceptable forecast from the data received.

N76-20315 Barry Research Corp., Sunnyvale, Celif.
TECHNIQUES FOR REAL-TIME HF CHANNEL MEASURE-MENT AND OPTIMUM DATA TRANSMISSION George Barry and Robert B Fenwick In AGARD Radio Systems and the lonosphere 1976 10 p (For availability see N76-20302

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The time variability of path loss, noise, interference, and dispersion which characterize an HF channel can be overcome by adding three elements to the conventional communication system (1) a transmission test set; (2) an interference monitor; and (3) high order time diversity. The transmission test set continuously monitors the circuit loss and multipath, 3-30 MHz The optimum operating frequency is obvious from the test set display, but the specific frequency must be selected from among the allocated choices on the basis of interference. The interference monitor measures and stores the percentage occupancy of all HF channels and the operating frequency is chosen from the monitor display. Although a clear, propagating frequency is selected, noise and fading cause data transmission errors; the most effective solution is high order time diversity.

N78-20318 Admiralty Surface Weapons Establishment, Portsmouth (England) CHANNEL ESTIMATION TECHNIQUES FOR HE COM-

MUNICATIONS M. Darnell In AGARD Radio Systems and the lonosphere 1976 11 p refs (For availability see N76-20302 11-32)

Channel estimation is a term used to describe the process of monitoring and measuring selected parameters of a communications channel with the aim of describing quantitatively the absolute or relative states of a given set of communications channels. This information can then be employed to optimize use of the dispersive, time variable HF propagation medium. The paper discusses the philosophy and applications of estimation techniques. Three basic classes of channel estimation systems are defined and the most important practical implementations of these basic classes are described.

N76-20317 Societe Telecommunications Radioelectriques et Telephoniques (France).

SELECTION TECHNIQUE OF THE OPTIMAL PREQUENCY FOR DATA TRANSMISSION THROUGH THE IONOSPHERE PROCEDE DE BELECTION DE LA FREQUENCE OPTIMALE POUR UNE TRANSMISSION DE DONNÉES BUR CANAL IONOSPHERIQUE

G. David, C. Goutelard (Laboratoire d'Étude des Transmissions Ionospheriques), and J. P. VanUffelen. In AGARD. Radio Systems and the lonosphere 1976 15 p refs. In FRENCH (For availability see N76-20302 11-32)

A technique was described by which the reception conditions for a radio-electric channel, prescledted according to an operational sequence, may be assured to be satisfactory. Criteria are given by which a test sequence may be transmitted and analyzed following its reception. The relationship of the stations and their operating mode in centralized networks was then given, based on information received from an ionosonde; a discussion of decentralized networks with a reduced number of stations was Transl. by Y.J.A.

N76-20318 Southempton Univ. (England). REAL-TIME HE CHANNEL ESTIMATION BY PHASE MEASUREMENTS ON LOW-LEVEL PILOT TONES J. A. Betts and M. Darnell (ASWE, Portsdown, Engl.) In AGARD

Radio Systems and the lonosphere 1976 12 p refs (For

availability see N76-20302 11-32)

The principles of a method of real time channel estimation based upon measurements of the phase perturbations imposed on a low level pilot tone by the HF propagation path are described. Results of three sets of trisis carried out over short, medium and long range HF paths in order to verify the theoretical basis of the technique are then presented. Consideration is also given to possible future development of the technique and three operational scenarios in which this type of channel estimation might be applied are discussed.

N76-20319 GEC-Marconi Electronics Ltd., Chelmsford (England). Research Labs.

SHIP-SHORE COMMUNICATION AT SHORT RANGES L. W. Bardlay In AGARD Radio Systems and the lonosphere

1976 15 p rels (For availability see N76-20302 11-32) Communication between ship and shore, when the ships are sailing in coastal waters, is usually conducted in the VHF band for very short ranges and at MF and low HF frequencies. up to say 4 MHz, for ranges up to several hundred miles. MF propagation is essentially by the ground wave mode but the addition of sky wave modes at night increases the potential coverage area, increases the interference levels in the MF band and creates an interference zone where the ground and sky waves are of comparable amplitudes. The ground wave propagetion mode is assessed by taking account of system parameters, of propagation and noise characteristics and of the distance of the shore station from the coast. The optimum frequency for ground wave communication, for a particular system is indicated. The effect of sky wave propagation on the conclusions reached is also discussed. The results of some experimental work are presented which show that, for communication quality SSE telephony, operation may be extended through the fading zone. Author

N76-20320 Naval Research Lab., Washington, D.C. NARROWBAND HE COMMUNICATION SYSTEMS FOR DIGITAL VOICE

W. Jewett and R. Cole in AGARD Radio Systems and the lonosphere 1976 13 p refs (for availability see N76-20302

Source encoding techniques for narrowband digital voice generate a number of PCM symbols that represent different weight functions. The relative weights of the bits/symbols are considered in the optimization of the communication circuit. This minimizes the effect of transmission errors on the synthesized speech. Thus, the channel encoding selectively adds redundancy to the signal to maximize protection to portions of the digital source signal. This is the approach that is being followed to determine the optimum characteristics for a voice processor/HF modern.

N78-20321 Thomson-CSF, Gennevillers (France).
HF TRANSMISSION OF NUMERICAL DATA [TRANSMIS-SIONS NUMERIQUES SUR VOIES HE

C. Dechaux and J. M. Lebidois In AGARD Radio Systems and the lonosphere 1976 16 p. in FRENCH; ENGLISH summary (For availability see N76-20302 11-32)

In the field of digital transmissions, the major characteristic of the ionosphere is that it behaves as a multipath propagation medium. This paper describes a type of 1,200 bits/s - MODEM fitted to that kind of transmission medium and which is to be used for SSB radio transmission. After a short introduction about data transmission on HF channels, the MODEM operation mode and its implementation are reviewed; to conclude, the MODEM real life experiment results are disquised.

N76-20322 Manchester Coll. of Science and Technology (England). Dept. of Electrical Engineering and Electronics. IMPROVEMENTS TO HE FER DATA TRANSMISSION Geoffrey F. Gott and Brian Hillam In AGARD Radio Systems and the lonosphere 1976 7 p. refs (For availability see N78-20302 11-32)

An FSK signal keyed at 75 bauds, with 850 Hz frequency whith, can have one of several frequency allocations within any given 2.4 KHz voice disannel. In the presence of interference from other users, or slow selective fading, the FSK system performance may be significantly improved by using a frequency allocation appropriate to the prevailing channel conditions. This paper reports on an 800 km HF link experiment which investigated this principle, with a view to improving air/ground data transmission.

N76-20323 Admiralty Surface Weapons Establishment, Portadown (England)

ADAPTIVE SIGNAL SELECTION FOR DISPERSIVE CHAN-NELS AND ITS PRACTICAL IMPLICATIONS IN COM-MUNICATIONS SYSTEM DESIGN
M. Darnell In AGARD Radio Systems and the ionosphere

1976 14 p refs (For availability see N76-20302 11-32)

Possible techniques are considered whereby the operation of an HF communications system could be made adaptive in response to the state of the channel Adaptive RF equipment, source encoding/decoding and channel encoding/decoding procedures are described and their interactions discussed. Adaptive signal selection implies adaptive signal generation and processing equipment. Possible formats for such units are outlined, together with the inputs required for their operation and the advantages accruing from their use.

N76-20324 Societe Telecommunications Radioelectriques et Telephoniques (France).

DESCRIPTION OF A SELF-ADAPTIVE SYSTEM FOR DATA TRANSMISSION THROUGH THE IONOSPHERE |DESCRIP-TION D'UN DISPOSITIF AUTOADAPTIVE POUR TRANS-MISSION DE DONNEES SUR LIAISONS IONOSPHE-RIQUES

J P VanUffelen In AGARD Radio Systems and the lonosphere 1976 13 p. refs. In FRENCH (For availability see N76 20302 11-32)

A data transmission system in which distortions due to ionospheric propagation are corrected by a self-adaptive equalizar was described. More specifically, a description of the equalizar is given, whose adjustment is performed continuously from the received signals. A data transmission system with a capacity of 1,200 bauds and conceived with the self-adaptive filter was tested over a distance of 2,800 km. Measurement results obtained in the laboratory and in the field are given.

Transl. by YJ.A.

N76-20326 Centre National d'Études des Talecommunications,

FEASIBILITY STUDY OF A HF ANTENNA WITH ELLIPTICAL POLARIZATION USED FOR TELEGRAPHIC TRANSMISSION WITH VERY HIGH SPEED (POSSIBILITES DE REALISATION ET D'EMPLOI D'UNE ANTENNE A POLARISATION ELLIPTIQUE DANS LA BANDE H, F, POUR UNE LIAISON

ELLIPTIQUE DANS LA BANDE H. F. POUR UNE LIAISON A GRANDE VITESSE TELEGRAPHIQUE!
R. Hanbaba and J. C. Zehren In AGARD Radio Systems and the lonosphere 1976 18 p. refs. In FRENCH (For availability see N76-20302 11-32)

The design of an HF antenna radiating, in a given direction, a wave with elliptical or circular polarization was considered. The radiating system consists of two intersecting half-wave dipoles with an angle 2 beta between them, and located in a plane inclined at an angle alpha to the vertical. The effect of the finite permittivity of the ground on the directivity diagram was analyzed, and the gain was computed with the type of polarization considered. The fessibility of obtaining an elliptical polarization with a fixed vector orientation was then studied as a function of the current fed to each dipole. Finally, a numerical application was presented for a frequency of 10 MHz, including the computation of the soil coupling impedances. Transi. by Y.J.A.

N76-20326 Max-Planck-Institut fuer Aeronomie, Lindau Über Northeim (West Germany). INFLUENCE OF SPREAD-F ON HF RADIO SYSTEMS

J. Roettger In AGARD Radio Systems and the lonusphere 1978 19 p. refs (For availability see N78-20302 11-32)

Fading power spectra and amplitude distributions of transequatorial HF signals are evaluated. The special type of ionospherio transhorizon radar which is applied for these investigations locates side reflecting spread-F irregularities in the equatorial ionospheric By means of the digitized data, the characteristics of TEP signals, which are strongly influenced by the side reflecting equatorial spread-F irregularities, are determined. Considerable pulse dispersion is observed. Strong flutter fading is evident during spread-F conditions. The fading power spectrum and the amplitude distribution of the TEP signals is calculated from the observational data and matched to a Nakagami-Rice distribution. The parameters obtained from this data reduction state that strong electron density gradients in the irregularities give rise to side reflection of HF signals. Effective radar cross sections and the mean conservation time of irregularity structures are calculated from the amplitude evaluation.

N76-20327 Laboratoire d'Etude des Transmissions lonospheriques, Cachan (France).

APPLICATION OF PSEUDO-ORTHOGONAL CODES TO TRANSMISSION THROUGH THE IONOSPHERE [UTILISATION DE CODES PSEUDO-ORTHOGONAUX ADAPTES AUX TRANSMISSIONS IONOSPHERIQUES]

F Chavand, M Gindre, and C Goutelard In AGARD Radio Systems and the lonospure 1976 24 p refs (For availability see N78-20302 11-32)

The application of pseudo-orthogonal codes to signal transmission through the ionosphere was considered so that the receiver characteristics need not be modified permanently as a function of this transmission parameters. The pseudo-orthogonality of those codes was defined and discussed. The code parameters were determined from the propagation

characteristics and their random variations. An optimization technique was used in this regard, taking into account the propagation and receiving conditions. Families of codes were obtained and their validity confirmed by experimental results. The date rate that may be reached corresponds, in some cases, to a gain of 25, with a better protection against disturbances and allowance for error corrections.

Transit by Y.J.A.

N78-20328 Lincoln Lab., Mass, Inst of Tech., Lexington POLAR IONOSPHERE MODELING BASED ON HF BACK-SCATTER, BEACON, AND AIRBORNE IONOSONDE MEASUREMENTS

B J. Burdick, J H. Chiaholm, and B E. Nichols. In AGARD Radio Systems and the lonosphere. 1976. 18 p. refs. Sponsored by ARPA (For availability see N75-20302. 11-32).

An experiment to investigate the polar ionosphere was undertaken during the period November 1971 through November 1972 with an HF radar stationed in Northern Maine, U.S.A. operating on a regular schedule collecting backscatter data over a 90 deg azimuthal sector of the polar ionosphere and monitoring beacons located at Keflavic, Iceland and at Thule and Narearssuag, Greenland, From this data base, a daytime and a nighttime period were selected for ionospheric modeling and raytacing analysis. The structure of the nighttime ionosphere was determined from simultaneous radar, beacon and airborne ionosphere measurements and was found to include the F-layer trough, plasma ring and auroral E-layer. On the basis of the radar backscatter and beacon data alone, the structure of the daytime ionosphere was found to be consistent with a one dimensional model.

N76-20329 Paris Univ. (France).

OBSERVATION OF IRREGULARITIES IN THE SUBAURORAL F REGION OF THE IONOSPHERE THROUGH A
BACKBCATTER TECHNIQUE AND A MID-LATITUDE
STATION [OBSERVATION AU MOYEN DE LA TECHNIQUE
DE RETRODIFFUSION ET A PARTIR D'UNE STATION DE
MOYENNE LATITUDE DES IRREGULARITES DE LA REGION

F SUB AURORALE

A. Bourdillon In AGARD Radio Systems and the tonosphere
1976 14 p. refs. In FRENCH (For availability see N78-20302
11-32)

A.H.F. backscatter sounder located at Valensole (44 d.g.N: 6 deg E), coupled to a wide band highly directive antenna with a caspolity of six discrete radiating directions on each side of the geographic north, recorded in 1972 and 1973 frequent occurrence at night of irregularities located in the high latitude ionsophers (latitude 55-85 dayses). Interpretation of the data using ray tracing techniques showed that field aligned irregularities often occurred simultaneously at low sititudes (240-280 km) and above the Firegion maximum (340-400 km). A swept azimuth recording is produced showing at a given time a wide extension in lange of the irregularities. A series of recordings was made under conditions of high magnetic activity, showing a displacement towards the equator of the zones of occurrence of irregularities. The displacement is about 2.1 degrees in latitude per unit Kp.

N76-20330 Oslo Univ. (Norway).
FORMATION AND MOVEMENTS OF IONOSPHERIC IRREGULARITIES IN THE AUROMAL E-REGION
Alv Egeland In AGARD Radio Systems and the lonosphere
1976 15 p. refs (For availability see N76-20302 11-32)

The auroral E-region undergoes more or less continuous, unpredictable, structural ionization changes of almost all scales of size and time. These ionospheric irregularities, with rapid motions and oscillations, are superimposed on the large scale. long term variations in the medium. The irregularities will change the propagation conditions and degrade radio communication and radar performance. The ionization structures also upset the delicate energy balance in the upper atmosphere by changing almost every parameter which specifies normal conditions. Formation and movements of small scale irregularities in the auroral E-region are reviewed. A variety of instability concepts, which may explain the production of ionization irregularities, have been postulated. Some of these will be mentioned and compared with recent ground and in-situ measurements. In addition, macroscopic drift motions in the E-region of ionization irregularities will be summarized. Author

N76-20331 Communications Research Centre, Ottawa (Ontario) N76-20331 Communications near-ron Centre, Ottowa Contents
High Resolution Measures Ments of Time DeLay
AND ANGLE OF ARRIVAL OVER A 911 km HF PATH
D. W. Rice In AGARD Radio Systems and the lonospere
1976 18 p refs (For availability see N76-20302 11-32)

The results of some 40 hours of afternoon and evening measurements of HF propagation over a 911 km path are presented. An FMCW sounding technique was employed with a linear receiving array of 1.2 km aperture. These arrangments made it possible to resolve modes differing in time of arrival by as little as 20 microseconds, and to determine the angle of arrival of each mode. The results show that markedly nonlinear phase fronts can occur even for apparently single modes of propagation, as a result of the irregular structure of the knosphere which splits the signal into a number of sub-modes. This finding presents a possible limitation to the accuracy of HF direction-finding, which applies even to systems capable of resolving the modes

N76-20332 Leicester Univ (England). Physics Dept.
THE CORRECTION OF ERRORS IN HF DIRECTION
FINDERS BY TRAVELLING IONOSPHERIC DISTURB-

ANCES
T. B. Jones and C. T. Sprauklen /n AGARD Radio Systems
T. B. Jones and C. T. Sprauklen /n AGARD Radio Systems and the lonosphere 1976 9 p refs (For availability see N76-20302 11-32)

Traveling ionospheric disturbances (TIDs) produce changes in the bearing of the signals received from a distant transmitter vis the ionosphere By monitoring the Doppler frequency shifts in the reflected signal at three or more receiving sites the speed, direction and magnitude of the TID can be determined if the Doppler frequency shift at the direction finder is also measured. the displacement of the reflection point and hence the bearing deviation produced by the TID can be calculated. A very considerable improvement in accuracy is obtained when such corrections are applied to signals propagated over an 850 km

33 ELECTRONICS AND ELECTRICAL ENGINEERING

Includes test equipment and maintainability, components, e.g., tunnel diodes and translators, microminiaturization; and integrated circultry. For related information see also 60 Computer Operations and Hardware and 76 Solid-State Physics

N74-31667# Advisory Group for Aerospace Research and Development, Paris (France). ANTENNAS FOR AVIONICS

Jun. 1974 526 p refs. In ENGLISH and partly in French Presented at the 26th meeting of the Avionics Panel Symp., Munich, 26-30 Nov. 1973

(AGARD-CP-139) Avail NTIS HC \$29.50

The application of avionics entennes in Aerosat systems is considered by analyzing the feasibility of realizing required radiation patterns either on the sircraft, on the satellite, or on the ground. For individual titles, see N74-31668 through N74-31708.

N74-31668 Naval Electronics Lab. Center, San Diego, Calif. CONFORMAL ARRAYS FOR AIRCRAFT

J. Provencher, J. Boyns, and A. Hessel (Polytechnic Inst. of New York) In AGARD Antennas for Avionics Jun. 1974 15 p refs (For availability see N74-31667 21-09)

Design consideration involved with the multifrequency conformal array are: (1) element pattern effects in non-planer arrays. (2) multifrequency array techniques; and (3) MIC components and cost considerations. The element patterns of conical arrays are examined to determine if behavior is similar to known element patterns for the cylindrical or planar arrays and a conical sector experimental array is used to simulate selected scanned beam positions to determine array behavior, i.e., beamwidth, scan timits, polarization and side tobe level. The concept of the multifrequency array has been shown to be feasible. and the use of the interlacing technique with the conformal array allows more flexibility due to the larger element spacing possible. These features, combined with MIC hybrid matrix techniques for multiple beams, diode phasors and hybrid drivers for heam steering, and flush mounted radiating elements provide the system designer with a versatile antenna system. Prototype arrays designed at wavelengths of 30cm, 10cm, 7cm and 3cm are described.

N74-31669 Naval Research Lab., Washington, D.C.

PATTERNS AND POLARIZATIONS OF SIMULTANEOUSLY EXCITED PLANAR ARRAYS ON A CONFORMAL BUR-FACE

J. K. Halso and A. G. Che. In AGARD. Antennas for Avionics Jun. 1974 16 p. refs (For availability see N74-31667 21-09)

A conformal array on a surface of small curvature can be approximated by a number of planar arrays, several of which may be excited simultaneously so as to achieve a purformance similar to that of a conformal array. Since the main beam of a planar array can be steered to any direction in visible space, several arrays, each oriented in a different direction, can be steered cooperatively to form a single beam in a desired direction. A general formulation of the radiated field of such an array of arrays is developed with the aid of formulas which relate the components into which a vector is resolved in one orthogonal coordinate system with those into which the same vector is resolved in a second orthogonal coordinate system. Using this formulation, it can be shown that within each array, the conventional row and column phase setting can be used. As examples, the radiation patterns and polarizations of multiple arrays of short dipoles are studied using the present formulation. A comparison of the multiple planar array with the conventional conformal array is also presented.

N74-31670 Terma Elektronisk Industri A/S, Aerhus (Denmark).
DESIGN OF PERIODICALLY MODULATED TRI-PLATE ANTENNAS

Finn Laureen In AGARD Antennas for Avionics Jun. 1974 6 p refs (For availability see N74-31667 21-09)

A new configuration of periodically modulated traveling wave tri-plate antennas has been developed. The physical complexity of this new configuration implies that sufficiently accurate design data are extremely difficult to predict by any known analytical methods. Three different measuring methods to achieve experi-mental design data are discussed. The far field method, which has been further developed during this investigation, the near field method, and the insertion loss method. The most appropriate combination of the three methods is used to find the design data. An X-band antenna array is designed and discussed. The new structure is mechanically simple, it has good impedance characteristics, allows good control of the sperture illumination, and radiates a linear polarized field with a very low cross polarized

N74-31671 Ferranti, Ltd., Edinburgh (Scotland) HIGH EFFICIENCY ANTENNAS FOR AIRBORNE RADAR R. W. Forrester and A. J. Lait. In AGARD. Antennas for Avionics Jun. 1974 9 p. refs (For availability see N74-31667 21-09)

Consideration is given to ontenne types which are suitable for use in airborne raders, and their advantages and disadvan-tages discussed. Several important antenna properties are efficiency, sidelobe level, scanning rate, weight, cost, etc. Emphasis is concentrated on methods which give a high antenna efficiency, whilst trying to maintain as many of the other properties as possible. An experimental Cassegrain antenna has been designed and built. It employs energy redistribution techniques to give a high efficiency, whilst retaining a reasonable sidelobe level. A measured efficiency of 70% was obtained at the design frequency, which only dropped to 65% at 600 MHz above design frequency. The antennas gave good sum and difference patterns over a 2 GHz band in X-band. Author

N74-31672 Radio Corp. of America, Moorestown, N.J. Missile and Surface Rader Div. SHE HIGH POWER AIRBORNE COMMUNICATIONS

ANTENNA J. P. Grabowski and F. L. Lanphear In AGARD Antennas for

Avionics Jun. 1974 12 p refs (For availability see N74-31667 21-OB)

The high power SHF antenna, which is mounted atop the fuselage of a KC-136 aircraft, is part of a link which permits communication between tactical terminals by means of a synchronous sititude satellite. The antenna can acquire and track a satellite beacon signal, hold a stable line of sight for a short period of time, and is capable of being computer pointed. The antenna configuration was specifically designed for har-dling high CW power levels at X-band frequencies without the use of forced air or liquid cooling. A 32-inch Cassegrain antenna system was selected to provide a minimum antenna gain of 32.5 db over a 5% transmit frequency band and a separate 5% receive frequency band. The antenne radiates a right hand circularly polarited signal at a CW power level of 12.5 kW and simultaneously receives left hand circularly polarized signals. Computations utilizing measured antenna patterns indicate the antenna noise temperature to be 84 K. The feedhorn is a simple conical horn aperture operating in the dominant mode. A 2-mil H-film aperture window serves as the feed radome and pressure barrier. Compactness is achieved in the feed design by incorporating a circularly polarized dual mode transducer which generates the required senses of circular polarization and at the same time provides the duplexing between the transmit and receive signals.

N74-31673 Eleams, Surcenes (France). PROBLEMS OF ANTENNAS OPERATING IN THE TELEMET-PAR LE PASSAGE EN BANDR 5 DES TELEMESURES

M. Nicolas and C. Mast In AGARD Antennas for Avionics

Jun. 1974 13 p in FRENCH (For availability see N74-31667

Principles of ground strennss, noting 5 band and automatic tracking are given along with design examples. The antennas are of the parabolic reflector type with a monopulse source. The separate signals are treated as a function of composite analog signals generated and delivered by a conical sweeping arrangement. An example was also given of a ground antenna simultaneously receiving in two bands. S and VHF.

Transl. by E.H.W.

N74-31674 Royal Aircraft Establishment, Farnborough (England). RADIATION CHARACTERISTICS OF HE NOTCH AFRIALS INSTALLED IN SMALL AIRCRAFT

N. A. D. Pavey In AGARD Aittennes for Avionics Jun. 1974

15 p refs (For availability see N74-31867 21-09)

The radiation characteristics of HF notch serials in small aircraft are analyzed for the band 2 to 10 MHz. Radiation occurs in two main modes: a magnetic dipole mode resulting from the high local RF currents flowing around the notch, and an electric dipole mode resulting from longitudinal RF currents in the fuselage. A procedure is given for the astimation of the radiation

efficiency of an aircraft notch aerial. It is shown that high radiation efficiencies may be realized at frequencies near the aircraft electrical resonance, typically 10 MHz, but that a rapid reduction of radiation efficiency occurs at lower frequencies. A radiation officiency of less than 0.1% at 2 MHz is to be expected for many aircraft notch serials.

N74-31373 Collins Radio Col. Cedar Rapids, towa Telecommunications Equipment Div

HF ANTENNA SYSTEMS FOR SMALL AIRPLANES AND HELICOPTERS

R. E. Deasy In AGARD Antennas for Avionics Jun 1974 18 μ (For availability see N74-31667 21-09)

Basic information is presented to help antenna designers and installers provide optimum HF antenna systems on small airplanes and helicopters. Discussion involves practical antenna installation considerations rather than detailed antenna theo:/ Wire, shunt/notch, and tuned monopole types of antennas and associated antenna couplers are discussed Important details related to the selection, installation, and successful operation of these antenna systems are given. Typical antenna location, size, and configuration are related to aircraft characteristics. Three common forms of wire antennas (long wire, inverted V, and short grounded wire) are illustrated. Techniques such as RF grounding, bonding, and shielding to eliminate RFI are discussed in detail. Shielded antenna feedline techniques (including efficiency considerations) are shown. Voltage-altitude design considerations are given. Shunt and notch type antennas are illustrated and general details of location, size, and construction are discussed. A typical installation is detailed showing RFI considerations. A tuned monopole (with load wire) antenna is discussed for applications on small airplanes and helicopters. Typical installation guidelines are given along with details showing RFI considera-

N74-31676 MEL Equipment Co. Ltd., Crawley (England)
VERY SLIM, HIGH GAIN PR'NTED CIRCUIT MICROWAVE
ANTENNA FOR AIRSORNE BLIND LANDING AID

W. Hersch In AGARD Antennas for Avionics Jun. 1974 2 p (For availability see N74-31667 21-09)

A very alim stripline microwave antenna designed for C - Band consists basically of two nelectively etched POLYGUIDE boards. The integral radiating elements are 2 stacked dipoles, backed by a reflector, yielding a condictu shaped beam approximately 40 degrees wide. An aerudynamically shaped radome and the use of high temporature materials makes this antenna suitable for all supersonic algoratic.

Author

N74-31677 Marconi-Elliott Avionic Systems Ltd., Borehamwood (England).

POLYROD AERIALS FOR AVIONIC APPLICATIONS

M Scorer and A. M. Smith. In AGARD. Antennas for Avionica Jun. 1974. 13 p. refs. (For availability see N74-31867. 21-09)

The effect of adding rectangular dielectric slabs, having cross sections of the order of tens of square wavelengths, to the aperture of an aerial in studied with a view to increasing its gain. A theory has been developed to describe the performance of such an aerial and has been verified experimentally. Theoretical and experimental curves of gain enhancement versus slab length for slabs having various dielectric constants are presented. Hybrid slabs, comprising sections of different dielectric constants, have been designed according to the theory and show improved performance over slabs of constant dielectric constant. Slabs excited by feeds whose opertures have cross sections smaller than the slab cross section have also been examined. Author

N74 31678 Royal Radar Establishment, Malvern (England). LINEAR PHASED ARRAY FOR YAW STABILISATION D. S. Hicks *In* AGARD Antennas for Avionics Jun. 1974 14 p. refs (For availability see N74-31867 21-09)

The theoretical performance of a linear digital phased array with both agust and unequal interelement spacing has been investigated with the aid of a computer program written in ALGOL 68R. Three aerials have been studied. The first is a conventional linear phased array in which each element consists of a waveguide horn. The alements are placed side by side to form a fully filled aperture. The other two arrays consist of identical waveguide horn elements but the spacing is not equal. Two arbitrarily chosen spacing laws were studied each of which had an exponential form. The loss in gain due to phase quantization has been calculated and the effects of the unequal inter-element

spacing law on gain and beamwidth is estimated. The beam pointing error, the beam granularity and the magnitude of the peak sidelobes are presented here for the three arrays. It is shown that some reduction in the number of elements required to fabricate an array may be achieved if the inter-element spacing is not made equal, the magnitude of the grating lobes may be significantly reduced if the spacing law is chosen correctly Lastly a simple means by which a static split system may be achieved is discussed and some simulation program results prosented.

Author

N74-31679 Naval Research Lab., Washington, D.C.

AEW RADAR ANTENNAS

Tornos Liewelyn agRhys and Greatie Anderson Andrews, Jr. In AGARD Antennas for Avionics Jun 1974 17 p refs (For availability see N74-31667 21-09)

It is shown that the single most important factor influencing the ability of the AEW radar system to operate is the antenna's sidelobe performance. In general, this sidelobe performance is dominated by the airframe on which it is mounted. Careful design is needed, considering both aerodynamic as 'vell as electrical aspects, before an overall optimal system configuration can be determined. Once this antenna sidelobs performance has reached an acceptable level, it is then found that the next limitation is that due to errors in the compensation of platform motion. Recent advances in digital processing technique offer many advantages in connection with moving-target indication (MTI) but these can only be realized when the platform-motion compensation is sufficiently accurate. The various system considerations governing this performance are discussed and the requirements reflecting on the antenna performance described in detail Author

N74-31680 Chelton (Electrostatios) Ltd., Mailow (England).
AIRBORNE LOW-VHF ANTENNAS
Charles E. Cooper In AGARD Antennas for Avionius Jun.

Charles E. Cooper In AGARD Antennes for Avionius Jun. 1974 8 p (For availability see N74-31667-21-09)

A blade type antenna design is considered for airborno transmission and reception, with variants covering major sections of the overall frequency band from 26 to 100 MHz. It uses miniature high vacuum relays to tune via pre-selection of up to six binary related inductors, providing up to sixty four tuning combinations, with individual band widths varying from about + or - 0.5 to 5.0 MHz. The relays are remotely controlled either manually or automatically, and the retune process can be virtually instantaneous upon both require and ready to transmit modes, without having to be incepted by any period of transmission, incorporation of a variable runing system was compelled by the specified combination of total frequency coverage and maximum allowable dimensions for the entenna. However, experimental investigations into the practical limits of broadbanding produced an anterina dealgn fixed tuned to cover 38 to 46 MHz, which is briefly described. A brief outline of a wideband VHF homing antenna which uses elements formed out of transparent metallic-film depositions upon the acrylic canopy of the Gazelle helicopter is included

N74-31681 Office National d'Etudes et de Recherches Aerospatiales, Toulouse (France). Lab. du DERMO. TE RUB 11 CIRCULAR WAYEGUIDE FERRITE PHASERS OPTIMIZATIOP:

A. M. Dupvi/ and A. C. Priou In AGARD Antennas for Avionics Jun. 1974 16 p. refs (For availability see N74-31667 21-09)

An exact analytical and numerical method has been elaborated for the complete determination of the propagating modes in a reduced size circular TE 1 waveguide partially or fully filled with a lossy axially partially magnetized ferrite rod. Computed results at 17 GHz and 9.5 GHz are presented which allow for optimization of circulary polarised phasers such as Duat Plode Phasers (D.M.P.) or Polarization Insensitive Phasers (P.I.P.).

. Author

N74-31682 Communications Research Centre, Ottawa (Ontario). Dept. of Communications.

A CROSSED-SLOT BELT ARRA, ANTENNA FOR SATELLITE APPLICATION

R. Breithaupt, B. Clarke, and D. Waung In AGARD Antennas for Avionics Jun. 1974–14 p. refs (For availability see N74-31667 21-05)

A partially complete leasibility study of the design and fabrication of a fixed beam, circular-polarized belt array for possible use as a telemetry/command antenna on a geostationary cummunications satellite, is described. This application requires a toroid

shaped coverage pattern for use when the satellite is not criented on station. The belt array of circular-polarized elements used is fed using travelling wave excitation by a thin plated dielectric waveguide of 050 in x 2 350 in, cross section. After some measurements on round hole radiating elements, crossed slots with external dielectric loading were finally chosen. These elements were matched and characterized in terms of scattering parameters in an active array environment. Measured performance of this array was less than expected due to significant effects of tolerance and placement of the external dielectric loading on individual elements.

N74-31683 Birmingham Univ (England). Dept of Electronic and Electrical Engineering.
CROSS-POLARISED RADIATION FROM SATELLITE REFLECTOR ANTENNAS

A W Rudge, T Pratt, and A Fer In AGARD Antennas for Avionics Jun 1974 9 p. refs (For availability see N74-31667 21-09)

The limited RF spectrum which is available for satellite communication systems has led to increased interest in the use of dual polarized and orthogonally polarized multiple beam antennas. Since an accurate knowledge of the antenna side-lobes and cross polarized radiation is necessary to ensure adequate isolation between RF channels, this paper examines some available techniques which can be employed to predict the vector fields of reflector antennas. The problem of providing an adequate description of the antenna primary feed radiation is found to be a critical factor. Results for predicted and measured cross polarized radiation fields are presented.

Author

N74-31684 Royal Radar Establishment, Malvem (England).
PROBLEMS OF LONG LINEAR ARRAYS IN HELICOPTER
BLADES

R. H. J. Cory. In AGARD. Antennas for Avionitys. Jun. 1974 18 p. refs (For availability see: N74-31667-21-09)

Helicopter blades offer sites for the inclusion of long microwave antennas to give narrow azimuthal beams scanned by the rotation of the blades. The variation of blade attitude as it rotates is such that it may lag, lead, bend in vertical and horizontal planes and twist, and in consequence places limits on the practical length of a linear array. The choice of location for antennas, either in the front or trailing edge, or out or inboard is discussed. Certain advantages accrue from a design where the antenna is located near the center of gravity of the blade suction, and radiating rearwards through the trailing edge, which requires to be of dielectric material. The length of the section of the trailing edge can be employed as a dielectric tapered slab antenna to shape the beam in the vertical plane and give more gain and direct the beam in a given direction. Theoretical discussion of the mechanism of this antenna and the holice of permittivity for the dielectric slab is discussed.

N74-31685 Societe Technique d'Application et de Recherche Electronique, Massy (France)

A COMMUTATION ON ANTENNA SYSTEMS COVERING STANDARD AIRCRAFT AND BALLOONS [SYSTEMS D'ANTENNES A COMMUTATION REALISANT UNE COUVERTURE AVION AUX NORMES AEROSAT]
C. Ancono and P. Froidure In AGARD Antennes for Avionics

C. Ancona and P. Froidure In AGARD. Antennas for Avionics Jun. 1974. 8 p. refs. in FRENCH (For availability see N74-31687 21-09)

Aeronautical satellite design, utilizing eircraft antenna systems, to assure hemispheric coverage with a minimum of gain was discussed. Throu types of systems were considered: the electric scenner network, mechanical orientation solutions, and commutable antenna systems. Several theoretical aspects of the problem including angular relations, gain of antenna axis assuring such coverage, and the minimum gain in the angular zone considered, were examined.

Transl. by E.H.W.

N74-31686 National Aerospace Lab., Amaterdam (Netherlands). A LINEAR AHRAY OF BLADE ANTENNAS AS AN AIRCRAFT ANTENNA FOR SATELLITE COMMUNICATION

O. B. M. Pietersen, J. P. B. Vreeburg, and F. Klinker. In AGARD Antennes for Avionics. Jun. 1974, 13 p. refs (For availability see N74-31667, 21-09).

In a ground-satellite-aircraft communication system the aircraft entenna is a critical part since it has to meet the typical anvironmental requirements and possess a rather high grist. This paper describes a suitable antenna system, installed on a hokker friendship aircraft. It consists of a linear array of blade antennas, a power division and phase shifting network in coax technique.

and a manual controlled beam selector/indicator. The design of the array is based on a mathematical model that has been constructed from theoretical considerations and experimental results. Mutual coupling effects are accounted for by using scattering coefficients. With the sid of a computer the spacings between the antennas were determined in such a way that a nearly constant directivity in the yaw plane of the alroraft could be expected. The performance of the array was availuated in several flights in which radiation patterns were measured in the receive and the transmit mode. From these measurements it is concluded that with the linear phased array of eight blade antennas a gen of 10 db can be achieved.

N74-31687 Communications Research Centre, Ottawa (Ontario).
Dept. of Communications.

UHF LINEAR PHASED ARRAYS FOR AERONAUTICAL SATELLITE COMMUNICATIONS

H. L. Werstiuk, J. D. Lambert, L. A. Maynord and J. H. Chinnick In AGARD. Antennas for Avionics. Jun. 1974, 14 p. refs (For availability see N74-31667, 21-09)

An ultrahigh frequency phased array antenna has been developed and test flown on a Canadian Forces C-4 Dekota and a C-130 Hercules. Successful voice communications were achieved with the sircraft terminals via the Lincoln Experimental Satellite LES-6 at 300 MHz. The prototype antenna system consists of nine blade antenna elements mounted along the top of the sircraft fuselage. The antenna is electronically scanned and generates a series of symmetrical conical fan beams. The electronics necessary to control the array scan are relatively simple because of the single dimension of the array and the insensitivity of the patterns to large phase errors at each element. This paper describes the techniques used to construct the phased array, and some of the test results obtained. Two methods developed to provide automatic tracking for the array are also described.

Author

N74-31688 Transportation Systems Center, Cambridge, Mass A COMPARISON OF TWO L-BAND AIRCRAFT ANTENNAS FOR AERONAUTICAL SATELLITE APPLICATIONS

Robert G. Bland and John M. Clarke In AGARD Antennas for Avionics Jun. 1974 24 p refs (For availability see N74-31667 21-09)

A comparison is made of the measured performance characteristics of two circularly polarized flush mounted L-band aircraft antennas for aeronautical satellite applications in order to facilitate radiation pattern measurements, the previously validated technique of using a scale model aircraft antenna was employed. One of the candidate antennas under comparison is a cavity backed dipole fod slot configuration. Measurements were conducted on a 1/10th scale model of a Convair 880 aircraft. The other antenna is an orthogonal mode crossed-slot configuration. In this case measurements were conducted on a 1/20th scale model of a Boeing 707 aircraft which is almost identical in size to the Convair 880. The basic requirements of this class of antenna are to provide moderate gain of +4 above istropic at L-band over the upper hemispheric region of the aircraft. A diversity combination technique study for the two antennas under comparison considers a switched multiple element system in which various fuselage placement and combination arrangements of elements are evaluated.

N74-31689 Selenia S.p.A., Rome (Italy) Antenna Section.
CIRCULARLY POLARIZED L-BAND PLANAR ARRAY FOR
AERONAUTICAL SATELLITE USE

Benito (falumbo and Salvatore Cosentino In AGARD Antennas for Avionios Jun. 1974–15 p. refs (For availability see N74-31667 21-09)

A circularly polarized L-hand planar array for aeronautical satellite use is presented. A simple trade-off is outlined among the several earth coverage antenna types mainly for what concerns the constraints on weight and size. From this trade-off a planar array, consisting of two interlocad arrays of transverse and longitudinal slots, appears the most attractive solution, mainly if wide operating bendwidths are not required. The design criteria critical areas together with the main technological and mechanical characteristics are discussed. The main results on an experimental work on transverse slots are reported with their implications on the antenna design criteria. Experimental results (radiation patterns, VSWR) on a breadboard and on the L-band model are presented.

N74-31690 EMI Electronics Ltd., Feltham (England). UPPER L'BAND TELEMETRY AERIALS FOR ROCKETS AND MISSILES

J Mahoney In AGARD Antennas for Avionics Jun. 1974 17 p. refs (For availability see N74-31667-21-09)

Future telemetry systems on missiles and rockets are likely to operate at upper L-band frequencies. The advantages to be gained and the problems likely to be encountered at these higher frequencies and the effects of change in the radiation pattern due to increased electrical spacing between individual serials is given for a wide range of missile diameters. Methods of improving the radiation pattern coverage by altering the phase distribution to individual aerials and/or increasing the number of serials are described. Effects caused by missile projections, i.e. wings and tailfins and surrounding structures such as launcher tubes and sirroraft fuselage upon the radiation pattern are discussed. A companion between the performance of existing telemetry serials operating at 450 MHz and various prototype upper L-band aerusis is given Problems relating to the working environmental conditions for a wide range of missile applications are de-

N74-31691 Rome Air Development Center, Griffiss AFB, N.Y. ELECTRONICALLY SCANNED TACAN ANTENNA AZ AN ENROUTE AND TERMINAL NAVIGATIONAL AID Edward J. Christopher In AGARD Antennas for Avionics Jun. 1974 11 p. refs (For availability see N74-31667 21-08)

The principles of operation of present mechanically rotated Tacan antenna systems and their performance characteristics are considered A Tacen capable of providing full band operation and eleictronic acaining in a single radiating structure is demonstrated. The array approach permits elevation pattern shaping. Through a combination of steep pattern slope at the horizon and low side lobes below the horizon, siting is less sonaltive, i.e. bearing errors over the required spacial coverage of the Tacan system, which are introduced by the antenna environment, are minimized. There are no moving parts that require preventive maintenance and modular design allow most repairs to be made in the field, reducing both mean time and mean cost to repair when compared with existing mechanical systems

N74-31692 AEG-Telefunken, Ulm (West Germany). ANALYSIS OF FINITE ARRAYS OF RECTANGULAR APERTURES ON CONDUCTING ELECTRIC COATED CYLINDERS

J. Vogt. In AGARD. Antennas for Avionics. Jun. 1974. 7 p. refs (For availability use N74-31667 21-09)

The aim of the presented theory is to investigate the influence of mutal coupling and creeping waves on the performance of a phased array antenna, consisting of a finite number of apertures flush-mounted on the surface of an infinite conducting cylinder with a concentric dielectric covering. The numerical results show that mutual effects are reduced due to the cylinderical structure of the surface, but are increased due to the dielectric covering

N74-31693 Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

MICROWAVE ANTENNAS FOR HYPERSONIC MISSILES Christian Poult In AGARD Antennas for Avionics Jun. 1974 4 p refs in FRENCH, ENGLISH summary (For availability see N74-31667 21-091

Within a flight program airmed at analyzing physical phenomena during reentry of an hypersonic missile litto the atmosphere, three types of antennas were used, radiating in the S. C and X frequency bands. The type of antenna chosen (rectangular iris embedded in alumina) allowed a design satisfying particularly severe environment conditions while retaining a widely open radiation pattern, which permitted an omnidirectional pattern set, to be obtained, by a combination of sets

N74-31694 Royal Aircraft Establishment, Fainborough (England) THE DESIGN OF WIDE BAND NOTCH AERIALS AND SOME APPLICATIONS TO AVIONICS

George Bagley in AGARD Antennas for Avionics Jun 1974 9 p refs (For availability see N74-31667 21-09)

Experimental results obtained from notches of a variety of rectangular shapes out in semi-infinite metal sections are reported, and the various combinations of center frequency and impedance bandwidth which can be obtained from a notch of fixed physical length are illustrated. The results relate to notch used in the self resonant mode, without any additional lumped reactions

The variables investigated (for a fixed length notch) are notch width, thickness of the section, and feed point position. It is possible to drive the notch either as a narrow band quarter wave radiator, or as a half wave radiator with a frequency bandwidth of 2 0-1 Several possible applications are discussed. including an omni-azimuthal horizontally polarized radiator with a band width of 3 0 1

N74-31695* Jet Propulsion Lab . Calif Inst. of Tech . Pasadona DUAL FREQUENCY DICHROIC FEED PERFORMANCE

D. A. Bathker. In AGARD. Antennas for Avionics. Jun. 1974 10 p refs (For evailability see N74-31667 21-09) (Contract NAS7-100) CSCL 17B

The NASA Deep Space Net (DSN) in support of the Viking Mars Project in 1976, and for science and technology demonstrations during the Mariner-Venus-Mercury mission in 1974, has developed and implemented a dual (S- and X-band) feed for large ground microwave antennas. This feed provides for a multiplicity of functions; very low listening capability at each downlink (spacecraft-to-earth) band as well as simultaneous diplexed very high cw power uplink (earth-to-spacecraft) at the S-band frequency. Total 64-m antenna system performance, is considered in terms of gain, operating noise temperature and dual beam pointing or boresight coincidence. Because of the unique ability to fold or stow the dual band feed elements for single band operations, the performance definition between single and dual band operations will be reliable and accurate.

Author

N74-31696 Siemens A.G., Munich (West Germany). Zentraliab. fuer Nachrichtentechnik.

EMPLOYMENT OF NEARFIELD CASSEGRAIN ANTENNAS WITH HIGH EFFICIENCY AND LOW SIDELORES, TAKING THE INTELSAT-GROUND STATIONS AND THE GERMAN HELIOS-TELECOMMAND STATION AS EXAMPLES

Uwe Leupelt and Wolfgang Rebhan In AGARD Antennas for Avionics Jun. 1974 10 p. refs (For availability see N74-31687

A number of the large reflector antennas now employed by ground stations for satellite communication are constructed according to the nearfield Cassegrain technique. After a short description of the basic electrical principles involved as well as of the method of obtaining constant aperture illumination with the nearfield antenne also and thus optimizing afficiency by suitable shaping of the reflectors, a novel design for antennas of this type discussed. It allows the sidelobes of the radiation pattern to be reduced without excessively reducing gain. A special toroidal aperture illumination and a favorable arrangement of the subreflector supports are used for this purpose. The dimensions and design of the 28.5-m antennas already mentioned in connection with the Intelsat system are discussed and the 30-m antenna now under construction for the German Helios telecommand satistion described as an example for the realization of an antenna with low sidelobes. The radiation characteristics at higher frequencies and the cross-polarization properties with the aid of measured radiation patterns are illustrated.

N74-31697 Messerschmitt-Boelkow-Blohm G.m.b.H., Ottobrunn

(West Germany). Dynamics Div.
DEVELOPMENT OF AN S-BAND DUAL MODE HORN FOR TELEMETRY RECEPTION BY THE 100 M EFFELSBERG RADIO TELESCOPE

W. Hess and B. Liesenkoetter In AGARD Antennas for Avionics Jun. 1974 8 p. refs (For availability see N74-31667 21-09)

A Gregorian antenna system with 100 m paraboloid is being equipped with a dual mode hom feed in the secondary focus to provide favorable gain and noise temperature characteristics. The limited size of the apex cabine demanded length reduction by optimizing the horn feed zone in addition a directional coupler, integrated in the horn feed zone, is developed for special test purposes. All measurements during the development period as well as the qualification tests are been carried out on a X-band scaled model. The design of the original horn feed simed in particular at cheapness, a short manufacturing period and a low weight. Thus a frame construction with non supporting inner horn structure is applied.

N74-31693 Air Force Cambridge Research Labs., L. G. Hanscom Microwave Physics Lab. Field, Mass ARRAY AND REFLECTOR TECHNIQUES FOR AIRPORT PRECISION APPROACH RADARS

Robert J. Mailloux and Philipp Blacksmith In AGARD Antennas for Avionics Jun. 1974–14 p. refs (For availability see N74-31667-21-09)

The purrent state-of-the-art among array and array/reflector antennas for limited scan coverage, is surveyed and some new array techniques for this application are introduced. Other system parameters, such as frequency selection, are discussed in light of their influence on antenna design requirements but the principle task addressed by the paper is to use the parameters of present PAR antenna systems to estimate the potential advantages of new technology. Examples cited as new technology include the use of arrays to feed dual reflectors or lenses for improved aperture efficiency and reduced array size, and the AFCRL array techniques using large multimode apertures for grating lobe suppression and pattern control. Comparisons of these types of technology are given for selected applications.

N74-31699 Royal Aircraft Establishment, Farnborough (England).
NOTES ON THE RADIATION PATTERNS OF HF AERIALS INSTALLED ON HELICOPTERS

W. T. Blackband In AGARD Antennas for Avionics Jun. 1974 8 p (For availability see N74-31667 21-09)

The fundamental modes of electrical oscillation of a helicopter are considered and their radiation patterns predicted. Scale model experiments have confirmed these predictions. Two modes of rotor modulation are possible. These have different characteristics, the first affecting signals at all azimuths while the effects of the other are most apparent near to minima in the radiation pattern.

Author

N74-31700 Forschungsinstitut fuer Hochfrequenzphysik, Werthhoven (West Germany), RADIATION CHARACTERISTICS OF THINNED ARRAY ANTENNAS

W. Soentgerath In AGARD Antennas for Avionics Jun. 1974 10 p. refs (For svallability see N74-31667 21-09)

The well known statistical relations between element distribution and radiation pattern of density tapered arrays are surveyed. Following a discussion of the statistical distribution of the signal energy in sidelobe directions, the effects on the radiation pattern of a special element distribution, i.e. the minimum distance of half a wavelength between adjacent elements is increased to one wavelength, are also treated. A brief study concerning the problems which are caused by the digitally controlled phase

shifters commonly used in phased array technique is included.

N74-31701 Deutsche Forschungs- und Verauchsensteit füer Luft- und Reumfehrt, Brunswick (West Germany). Inst. füer Flügfüehrung.

IN-FLIGHT MEASUREMENT OF AIRCRAFT ANTENNAE RADIATION PATTERNS

Helmut Bothe In AGARD Antennas for Avionics Jun. 1974 9 p. refs (For availability see N74-31667 21-09)

An in-flight measuring system which is completely independent from groundbased position finding equipment like radar and kinetheodolites. The measuring method is based on VOR (Very High Frequency Cmnidirectional Range System) and DME (Distance Measuring Equipment) information obtained onboard the aircraft. This information is telemetered together with the other necessary parameters like heading, altitude, pitch and roll angles. These parameters are used to calculate the aspect angle and the distance of the aircraft from the ground based field intensity measuring device. Real time calculation is done on a digital computer. The computer output supplies aspect angle and distance corrected field intensity as well as flight-path parameters in analog voltages for graphic presentation. After a detailed description of the measuring method and system some examples of measured patterns are shown. In addition the magnitude of possible errors in the plotted radiation patterns are discussed. Author

N74-31702 Naval Research Lab., Washington, D.C. DYNAMIC MEASUREMENT OF AVIONIC ANTENNAS

I. D. Olin and E. E. Maine, Jr. In AGARD. Antennas for Avionics Jun. 1971. 14 p. refs (For availability see: N74-31667, 21-09).

The equipment, data handling, flight control and some of the results obtained with a system specifically designed for dynamic measurements is described. The determination of sircraft aspect angle uses an approach based on measurements made the ground radar site with the aircraft flying straight line courses. Then making certain assumptions regarding flight attitude.

a proper coordinate transformation can be effected and principal plans measurements plotted. The antenna signal source is provided by a delayed beacon triggered by an illuminating radar and driving the antenna under tests. To illustrate the results patterns for a X-band installation are shown. Coverage can be provided for an azimuth profile from nose-on (0 deg) to 10 tail-on (180 deg) and for an elevation profile beam 0 deg to 30 deg below the alroration for fixed azimuth aspects of nose-on and tail-on. Angle accuracy is + or - 2 degrees and the accuracy of antenna gain measurements is estimated to be + or - db.

Author

N74-31703 Technische Hochschule, Aachen (West Germany).
AN IMPROVED MEASURING TECHNIQUE FOR INVESTIGATIONS OF THE NEAR FIELD REGION OF ANTENNAS

Ruediger Anders In AGARD Antennas for Avionics Jun. 1974 B p refs (For availability see N74-31867 21-09)

A new scattering technique for low reaction measurements of electromagnetic fields is presented using a small diode probe without any conductive feeder. The basic principle of this technique makes use of the frequency mixing property of a microwave diode as scatterer to convert the probe signal to the X-band microwave range where it easily can be transmitted and picked up by a remote auxiliary antenna. The theoretical background is given and several measurement sat-ups for different operation conditions are discussed.

N74-31704 Deutsche Forschungs- und Versuchsenstelt füer Luft- und Raumfahrt, Oberpfaffenhoten (West Germany). Inst. füer Flügfunk und Mikroweilen.

DETERMINATION OF THE MOVEMENT OF THE APPARENT PHASE CENTERS OF AIRCRAFT ANTENNAS FOR CAL-IDRATING THE ZOBS INTERFEROMETER

A, ischrott and S. Modabber In AGARD Antennas for Avionics Jun. 1974 26 p. refs (For availability see N74-31667 21-09)

A new method for the determination of the curve on which the apparent phase centers for an aircraft aniunns moving with respect to aspect angles is presented. The definition of the apparent phase center is discussed. The test equipment is explained by means of a schematic diagram. Sources of error and the accuracy of the approximation method for analytical determination of the phase function are also discussed. An ALGOL computer program is developed for the calculation of apparent phase centers from measured data. Finally, the development and the optimization of the radiators meeting the requirements are described. Author

N74-31705 Forschungsinstitut fuer Funk und Mathematik, Wethoven (West Germany).

OFF-BORESIGHT ANGLE ESTIMATION WITH A PHASE COMPARISON MONOPULSE SYSTEM

W. Sander In AGARD Antennas for Avionics Jun. 1974
13 p. refs (For availability see N74-31667 21-09)

The problem of estimating the angle of arrival is considered for phase comparison monopulse (PGM) system in the presence of internally generated thermal noise. A maximum likelihood analysis produces the form of the estimate which does not differ essentially from that found earlier for an amplitude comparison monopulse (ACM) system. In deriving the probability density function of the estimate, no approximations of the nonlinear monopulse error curve are made. Therefore mean and variance of the estimate computed by numerical integration are valid at any signal noise-ratio and at any engle. The bias of the estimate at low and moderate SNR is higher than known by other theories. A computer simulation proves the correctness of the results. A comparison between radar and passive baseon tracking mode is made, and the problem of bidimensional angle measurement is mentioned.

N74-31706* Ohlo State Univ., Columbus. ElectroScience
Lab.
ROLL PLANE ANALYSIS OF ON-AIRCRAFT ANTENNAS

W. D. Burnside, R. J. Marhefka, and C. L. Yu. In AGARD. Antennes for Avionics. Jun. 1974, 23 p. refs (For availability see N74-31667 21-09).

(Grant NGR-36-008-144)

CSCL 17B

The roll plane radiation patterns of on-sircraft antennas are analyzed using high frequency solutions. This is a basic study of aircraft-antenna pattern performance in which the sircraft is modelled in its most basic form. The fuselage is assumed to be a perfectly conducting elliptic cylinder with the antennas mounted

near the top or bottom. The winds are simulated by arbitrarily many sided flat plates and the engines by circular cylinders. The patterns in each case verified by measured results taken on simple models as well as scale models of actual aircraft. Author

N74-31707 Hughes Aircraft Co., Fullerton, Calif. Systems Group

INVESTIGATION OF CHARACTERISTICS AND PRACTICAL IMPLEMENTATION OF ARBITRARILY POLARIZED RADIA. TORS IN SLOT ARRAYS

J. S. Ajloka, D. M. Joe, R. Tang, and N. S. Wong. In AGARD Antennas for Avionics. Jun. 1974. 15 p. refs (For availability see N74-31667 21-09)

(Contract F19628-70-C-0142) The feasibility of obtaining arbitrary polarization in both one and two dimensional arrays of slots in dual mode bifurcated waveguides has been demonstrated. The radiating element consists of a pair of grossed slots in the sidewall of a bifurcated rectangular waveguide that couple to even and odd waveguide modes. One linear polarization is excited by the even or sum mode and the orthogonal linear polarization is excited by the odd or difference mode. By superposing the sum and difference modes in the proper amplitude and phase, any arbitrary polarization can be synthesized. A two-dimensional array consisting of eight waveguide linear arrays, farrite phase shifters for scanning in the plane normal to the linear arrays and a feed natwork for power distribution and polarization control was constructed. Good radiation performance for various polarizations was obtained. In the case of linear polarization, the cross polarization component was down on the order of minus 25 db and in the case of circular polarization, the exist ratio was on the order of 1 db. The polarization was controlled with a phase shifter. Close in sidelobes of better than 20 db were obtained for all polarizations. Author

N74-31708 Fernmeldetechnisches Zentralamt, Darmstadt (West

STEPPED REFLECTOR ANTENNA WITH A SECTOR SHAPED MAIN BEAM

H. Thielen In AGARD Antennas for Avionics 15 p refs (For availability see N74-31667-21-09)

The optimum pattern of an antenna of telecommunication or television broadcasting agailities consists in a sector shaped main beam without any side lobes. In this case the edge gain is 4.1 db higher than that of a conventional antenna. Theory Indicates that such a pattern is produced by a circular aperture illuminated by the oscillating function. Measurements were made with a paraboloid reflector untonna containing a dielectric dish in its central zone. This dish effects a phase reversal of 180 deg between the central zone and the remaining ring zone of the reflector, the edge gain of this untenne is 1 do higher than that of a conventional entonna. An Increase of 1.4 db obtained by a better feed system. It is also possible to achieve the phase reversal by an arrangement of metallic stens with a height of about one quarter wavelength. If an antenna with two or more ring zones is used, a further increase of the edge gain can be obtained

N75-25047# Advisory Group for Aerospace Research and Development, Paris (France).

CUSTOM DESIGN FOR LARGE SCALE INTEGRATION (1 SI)

Apr. 1975 150 p refs Conf. held at Paris 21-22 Apr. 1975. at London 24-25 Apr. 1975, at Rome 28-29 Apr. 1975 (AGARD-LS-75) Avail: NTIS HC 55.75

The techniques and methods of designing custom circuits for large scale integration are outlined. Circuit design feutures are presented which cover metal oxide semiconductor, bipolar, and standard cell monolithic technology in addition to film hybrid techniques for multi-chip modules. The preparation of master artwork by computer graphics and the establishment of satisfactory quality assurance interfaces are also discussed. For individual titles, see N75-25048 through N75-25053.

N75-25048 Plessey Co. Ltd., Towcester (England). HIGH PERFORMANCE BIPOLAR TECHNOLOGY FOR LSI P. C. Newman In AGARD Custom Design for Large Scale Integration (LSI) Apr. 1976 22 p refs (For availability see N75-25047 16-33)

The Plessey bipolar process 3 and the Feirchild isoplanar process are described in detail. Performance characteristics of

the basic non translators in process 3 are briefly discussed. Some circuit designs conducted on the two processes include a programmable logic array, an error detector for digital transmissions, and random access 256- and 1024-bit memories, Injection logic is described and its impact on large scale integration and processing technology is discussed.

N75-25049 Associated Semiconductor Manufacturers, Ltd., Southampton (England).

THE DESIGN OF MOS INTEGRATED CIRCUITS

R. A. Hilbourne In AGARD Custom Design for Large Scale Integration (LSI) Apr. 1975 20 p refs (For availability see N75-25047 16-33

The principles, constraints, and techniques which determine the methods used for the design of metal axide semiconductor integrated circuits are described. The two basic approaches are unichannel circuits, using either p or n channel transistors, and complementary circuits, using a combination of both types of translators. The technologies and circuit implications of these two approaches are discussed and related to the large scale integration requirements of high packing density and low power discipation per gate. The concepts of dynamic and static logic and the advantages of combining enhancement and depletion devices in a circuit are included. The design procedure is described and circuit subsystems and the complete circuit are simulated on a computer to ensure proper operation. The mask circuit layout is also simulated the check for correspondence with logic

N75-28080 Mullard, Ltd., Mitcham (England)

FILM HYBRID CIRCUITS FOR LSI
Mervyn G. Harwood In AGARD Custom Design for Large Scale Integration (LSI) Apr. 1975 16 p refs (For availability see N75-25047 16-33)

Thick and thin film hybrid technologies are discussed for use with large scale integrated devices. Materials used for the passive portion of the circuit and their properties are outlined, with particular attention to interaction with bonding materials. Types of integrated and attached components are included (i.e. resistors, capacitors, and semiconductors) and materials and techniques most suitable for attaching components to the film circuit are indicated. The effects of anvironmental treatment and of various packaging methods are considered, and damage prevention measures are established. Basic design guidelines are

N75-25051 Calmy Co., Wiltshire (England). INTERACTIVE GRAPHICS AND ARTWORK PREPARA-

Michael A. Northwood In AGARD Custom Design for Large Scale Integration (LSI) Apr. 1975 6 p (For availability see N75-25047 16-33)

The techniques available to produce final production artwork from an engineering layout sketch are described. Various computer aids capable of assisting in the design and production of the large scale integration layout are examined, with emphasis on the use of interactive graphics systems. The hardware components and software facilities of the graphics systems are described in detail. Machines for transferring circuit layout from a computer data base to final production artwork are examined. The merits and disadvantages of the techniques of cutting, scribing, photoplotting, and pattern generation are weighed.

N75-25052 Motorola, Inc., Phoenix, Ariz. Products Div.

QUALITY ASSURANCE ASPECTS OF CUSTOM LES J. L. Flood In AGARD Custom Design for Large Scale Integration

(LSI) Apr. 1975 26 p refs (For availability see N75-25047 The importance of standardizing the design, inanufacturing.

and testing of custom large scale integrated circuits is emphasized to assure high quality and reliability. The complexities of manufacturing and electrical testing standardization are outlined and the need for inspector/vandor/customer interaction is betaeppus

N75-25053* Radio Corp. of America, Camden, N.J. DESIGN AUTOMATION TECHNIQUES FOR CUSTOM LSI

Albert Feller In AGARD Custom Dezign for Large Scrie

Integration (LSI) Apr. 1975 16 p (For availability see N75-25047 16-33) (Contracts NAS12-2233; NAS8-29072; DAAB07-0176)

CSCL 09C

The standard cell design automation technique is described as an approach for generating random logic PMOS, CMOS or CMOS/SOS custom large scale integration arrays with low initial inonrecurring costs and quick turnaround time or design cycle. The system is composed of predesigned circuit functions or cells and computer programs capable of automatic placement and interconnection of the cells in accordance with an input data net list. The program generates a set of instructions to drive an automatic precision artwork generator. A series of support design automation and simulation programs are described, including programs for verifying correctness of the logic on the arrays, performing dc and dynamic analysis of MOS devices, and generating test sequences.

THE RESERVE OF THE PERSON NAMED IN

34 FLUID MECHANICS AND HEAT TRANSFER

Includes boundary layers, hydrodynamics, fluidics, mass transfer, and ablation cooling For related information see also 02 Aerodynamics and 77 Thermodynamics and Statistical

N74-18928# Advisory Group for Aerospace Research and Development, Paris (France)

AN INVESTIGATION OF DIFFERENT TECHNIQUES FOR UNSTEADY PRESSURE MEASUREMENTS IN COM-PRESSIBLE FLOW AND COMPARISON WITH LIFTING SURFACE THEONY

R. Destuynder (ONERA) and H. Tijdemen (NLR, Amsterdam, Netherlands) Jan 1974 35 p. Presented at the 37th AGARD Struct, and Mat. Panel Meeting, The Hague, 7-12 Oct. 1973 (AGARD-R-617) Avail NTIS HC \$475

Wind tunnal measurements of unsteady aerodynamic pressures at high subsonic speeds were conducted. The recults obtained by two different procedures are presented. Flutter tests were also conducted on the same model as that used for unsteady pressure measurements. Natural frequencies and damping values were determined at constant Mach number and varying free-stream dynamic pressure. Tables of data and graphs are included to compare the results obtained by the two nethods Author

N74-28822# Advisory Group for Aerospace Research and Development, Paris (France).
THEORY OF FLOWS IN COMPRESSIBLE MEDIA WITH

HEAT ADDITION Juergen Zierep (Karlsruhe Univ.) May 1974-65 p. refs (AGARDograph-191; AGARD-AG-191) Avail: NTIS HC \$6.25

A systematic survey is undertaken of the theory of the effect of a given heat addition on the flow of a compressible medium. Here steady flows, both one-dimensional and multi-dimensional. linear and nonlinear, are treated. Consideration is given to addition of mass and momentum to a streamtube as well as of energy. interesting equivalences arise here. The heat can be distributed continuously in the flow field or added at fronts. For practical applications, the reduction of the drag of a body in flight by heat addition in the flow field is important. At extremely high velocities the problem arises of propulsion by external combustion. Here, the energy is to be transferred directly to the flowing medium, at the high velocity. For the evaluation of such an energy addition, reference is made to the propulsive efficiency. as well as the lift and dray of the body

N74-28766# Advisory Group for Aerospace Research and Development, Paris (France). NUMERICAL METHODS FOR PREDICTING SUBSONIC,

TRANSONIC AND SUPERSONIC FLOW

T. D. Taylor (Aerospace Corp., El Segundo, Calif.) and P. F. Yagny, ed (Army Air Mobility Res. and Develop. Lab., Moffett Field, Calif) Jan 1974 52 p rafs

(AGARDograph-187, AGARD-AG-187) Avail: NTIS HC \$5.75 The methods evailable for numerical computation of subsonic. transonic and supersonic flows are discussed and comments are included on the characteristics of the popular mathods. Both inviscid and viscous computation methods are addressed. A brief account of the basic approaches for developing methods initiates the discussion. Also included is a general summary of the state of the art of computational methods along with suggested approaches for solving problems in each area. The report is concluded with recommendations for future study and develop-

N74-30827# Advisory Group for Aerospace Research and Development, Paris (France) WALL BOUNDARY LAYERS IN ANNULUS BOMACHINES

J. H. Horlock (Cambridge Univ.) and H. J. Perkins (GE. Whetstone. Engl.) May 1974 69 p. refs.

(AGARD-AG-185, AGARDograph-185) Avail NTIS HC \$6.50 A study was conducted to determine the characteristics of annulus wall boundary layers in turbomachines. The subjects covered include the following (1) simple two-dimensional boundary rayer calculation methods for analyzing flow characteristics, (2) the nature of cascade secondary flows, and (3) information on cascades, annular cascades, and compressors which provide the experimental input essential to the development of calculation methods. The study produced a method for predicting the full three-dimensional boundary layer that develops through a single blade row of a turbomachine. A computer program for the estimation of annulus blockage is listed

N74-32215# Advisory Group for Aerospace Research and PAY-32210 Advisory Group for Autospace Research Development, Paris (France)
RADIATION COOLING OF PROPULSIVE NOZZLES

REFROIDISSEMENT PAR RAYONNEMENT DES TUYERES PROPULSIVES

J. Bernard (Paris Univ.) and J. Genot (ONERA, Paris) May 1974 51 p refs in FRENCH

(AGARD-AG-184(fr), AGARDograph-184) HC \$5.75

In the study of the revolution of propulsive nozzles, calculations were made of heat conduction as a function of exchange between isothermal lines when any line is parallel to the revolving surface or slightly parallel to the inclined sections of the plane. Numerical results are presented in the form of universal functions of geometric parameters of the mederian. For the schematic configuration of the more usual nozzle the direct values of transfer functions are Transl. by E.H.W.

N 75-1955# Advisory Group for Aerospace Research and Development, Paris (France).
TECHNICAL EVALUATION REPORT ON FLUID DYNAMICS PANEL SYMPOSIUM ON V/STOL AERODYNAMICS
B. M. Spee (Natl. Aerospace Lab.) Feb. 1975 13 p refs Symp. held at Delft, Natherlands, 24-26 Apr. 1974

(AGARD-AR-78) Avail: NTIS HC \$3.25

Papers presented at the Fluid Dynamics Panel Symposium are reviewed along with the current altuation in V/STOL serodynamics research. The following areas were discussed; powered high-lift systems; mechanical high-lift systems and jet lift. It is concluded that the direct operating cost of V/STOL must be decreased through optimization of serodynamic characteristics in order to compete with conventional aircraft.

N75-30471# Advisory Group for Aerospace Research and Development, Paris (France).

MODERN METHODS OF TESTING ROTATING COMPONENTS OF TURBOMACHINES (INSTRUMENTATION)
M. Pianko, ed. (ONERA) Apr. 1975 186 p. refs.
(AGARD-AG-207; AGARDograph-207) Avail: NTIS HC \$7.00

Various flow measuring techniques used in turbomachinery and cascade wind tunnels are reviewed. Flow visualization, laser artemometry, and pressure sensors are among the methods discussed For individual titles, see N75-30472 through N75-30475

N75-30472 Von Karman Inst. for Fluid Dynamics, Rhode-Saint-Genese (Belgium)

AERODYNAMIC MEASUREMENTS IN CASCADES

M. C. Sieverding, H. Starken (DFVLR), H. J. Lichtfuss, and P. Schimining In AGARD Modern Methods of Testing Rotating Components of Turbomachines (Instrumentation) p 1-76 refs (For availability see N75-30471 21-34)

The usefulness of cascade flow measurements used to acquire detailed blade performance data is discussed. The design of a cascade wind tunnel is described. Factors considered include: two dimensional and periodic flow, variations of inlet and outlet conditions, and three dimensional effects. Data reduction methods are presented along with factors which influence the choice of appropriate pressure probes.

N75-30473 Air Force Aero Propulsion Lab., Wright-Patterson AFB. Ohio

AERODYNAMIC MEASUREMENTS IN TURBOMACHINES David W. Fleeger and Noel J. Seyb (Rolls-Royce, Ltd., Bristol, Engl) In AGARD Modern Methods of Testing Rotating Components of Turbomachines (Instrumentation) Apr p. 79-121 refs (For availability see N75-30471 21-34)

The problems encountered in designing instrumentation for component and engine testing are discussed. Trade-offs must be made between probe strength, blockage, accuracy, cost, and installation problems. Many of the basic parameters often measured are summarized in tabular form listing typical methods and citing references. Conventional techniques concerning pressure (steady state and high response) and gas temperature measure-ment are discussed in detail. Methods to couple the use of both steady state and high pressure transducers involve the flush mounted diaphram, resonant tube, resonant damped and non-resonant tube methods. Special considerations are required to measure the time weighted value of a high frequency pressing signal. For thermocouple design many factors including wire type, recovery, convection, conduction, radiation, chemical reactions, and time response are considered. Calibration techniques are discussed for both pressure probes and thermocouples. Typical probe designs with calibration data which were provided by engine manufacturers are compared.

N76-30474 Office National d'Études et de Recherches Aerospatiales, Paris (France) OPTICAL MEASUREMENTS IN TUREOMACHINERY

Jacques Paulon In AGARD Modern Methods of Testing Rotating Components of Turbomachines (Instrumentation) Apr 1975 p 123-139 refs (For availability see N75-30471 21-34)

Flow visualization and optical measurement techniques used to determine the structure of the flow and measure local values of velocity, pressure, or temperature in turbomachinery without introducing any material probe are reviewed. Mathods discussed include: visualization by means of smoke filaments, hydraulic models, shadow and schileren techniques, holography techniques, laser anemometry, laser dual beam method, and Raman scattering. The optical measurement techniques allow, in the rotor as well as the stator, the determination of the mean and time-dependent characteristics of the flow field without any disturbance. J.M.S.

N75-30475 Advisory Group for Aerospace Research and Development, Paris (France).

UNSTEADY FLOW MEASUREMENTS IN TUR-BOMACHINERY

H. Wayer and R. Schodl. *In its* Modern Methods of Testing Rotating Components of Turbomachines (Instrumentation). Apr. 1975. p. 141-182. refs (For availability see N75-30471. 21-34).

Determination of strong pressure oscillations of high frequency and high amplitudes which occur in the region of turbomachine rotors is considered in terms of immediate measuring of the fluctuating pressures at the casing in the rotor zone, as well as behind the rotor exit plane, and determination of the average pressures resulting from these oscillating pressures. The application of the modern high response pressure transducers and of new techniques, which enable the measurement of well defined average values of the oscillating pressures in turbomachines are described along with a method for instantaneous flow angle measurement in centrifugal compressors. Emphasis is placed on the development of a laser dual beam technique for flow volucity measurements in turbomachines.

Author

N75-31385# Advisory Group for Aerospace Research and Development, Paris (France).

COMPUTATIONAL METHODS FOR INVISCID AND VISCOUS TWO-AND-THREE-DIMENSIONAL FLOW LIFE IN THE PROPERTY OF THE PROP

Feb. 1975 200 p refs

(AGARD-LS-73) Avail NTIS HC \$7.00

Developments in the numerical approach of fluid flow problems are presented. Particular emphasis is placed on numerical techniques for the colution of the compressible Navier-Stokes equations and the implementation of turbulence models, the computational techniques for boundary layers, hyperbolic partial differential equations, numerical stability of finite difference methods, numerical solutions of the Navier-Stokes equations for compressible fluids, and finite elements. For individual titles, see N75-31386 through N75-31392.

N75-31386 Technische Hochschule, Aachen (West Germany). Aerodynamisches Inst.

FLOW ANALYSIS THROUGH NUMERICAL TECHNIQUES Egon Krause In AGARD Computational Methods for Invisicid and Viscous Two-and-Three-Dimensional Flow Fields Feb. 1975 11 p. refs. (For svallability see N75-31385-22-34)

Flow analysis by using numerical techniquies is demonstrated. Results obtained from integrations of the governing equations are compared with experimental data. The following problems are discussed, the inviscio flow about in sphere at supersonic Mach-numbers, calculated with Rusanov's algorithm; incompressible and compressible laminar turbulent boundary layers on infinite swept wings, calculated with second- and fourth-order accuracy for three different scalar closure assumptions; and hypersonic laminar and turbulent slut injection of frozen flow (He and H2) and flow in approximated chomical equilibrium (H2). Finally applications of finite-difference solutions are to be discussed for fully viscous flows in biofluidmechanical problems. Author

N75-31367* National Aeronautics and Space Administration.

Ames Research Center, Moffett Field, Calif.

NUMERICAL TECHNIQUES FOR THE SOLUTION OF THE COMPRESSIBLE NAVIER-STOKES EQUATIONS AND IMPLEMENTATION OF TURBULENCE MODELS

Barrett S. Baldwin, Robert W. MacCorrnack, and George S. Deiwert In AGARD Computational Methods for Inviscid and Viscous Two-and-Three-Dimensional Flow Fields Feb. 1975 24 p. refs. (For availability see N75-31385 22-34)

The time-splitting explicit numerical method of MacCormack is applied to separated turbulent boundary layer flow problems Modifications of this basic method are developed to counter difficulties associated with complicated geometry and severe numerical resolution requirements of turbulence model equations. The accuracy of solutions is investigated by comparison with exact solutions for sevaral simple cases. Procedures are divisitional solutions of high-Reynolds-number separated flows over an airfoil and shock-separated flows over a flat plate are obtained. A simple mixing length model of turbulence is used for the transonic flow past an airfoil. A nonorthogonal mesh of arbitrary configuration facilitates the description of the flow field. For the simpler geometry associated with the flat plate, a rectangular mesh is used, and solutions are obtained based on a two-equation differential model of turbulence.

Author

N75-31398 Sandia Labs., Albuquerque, N.Mex. COMPUTATIONAL TECHNIQUES FOR BOUNDARY LAVERE

F. G. Blottner In AGARD Computational Methods for Inviscid and Viscous Two-and-Three-Dimensional Flow Fields Feb. 1975
51 p. refe. Sponsored by ERDA (For availability see N75-31385
22-34)

The status of the numerical computation of boundary layers is given for two- and three-dimensional flows. The appropriate transformations to apply to the governing equations are considered, and the possible solution procedures are dismissed. Emphasis is on the finite-difference procedures which are illustrated for two-dimensional, incompressible flows. For compressible flows the Crank-Nicolson technique is given. The changes which are needed to this approach when the flow is turbulent, are presented. The finite-difference procedures utilized for unsteady flows are given. Solution techniques for three-dimensional flows are described and the features which are different from two-dimensional flows are emphasized.

Author

N75-31369 Uppsala Univ. (Sweden). Dept of Computer Sciences.

DIFFERENCE APPROXIMATIONS FOR TIME DEPENDENT PROBLEMS

Heinz-Otto Kreiss In AGARD. Computational Methods for Invisoid and Viscous Two-and-Three-Dimensional Flow Fields. Feb. 1975. 33 p. refs. (For availability see: N75-31385-22-34).

The Cauchy problem for partial differential aquations is considered. Examples and notations are given which include initial value problems, wave equations, heat equations, and linearized shallow water equations. Other topics discussed include, difference approximation for the Cauchy problem, initial boundary value problems for hyperbolic partial differential equations, the energy method, and the Laplace transform.

J.M.S

N75-31390 Reading Univ. (England). Dept of Mathematics.
STABILITY AND ACCURACY OF NUMERICAL APPROXIMATIONS TO TIME DEPENDENT FLOWS

K. W. Morton In AGARD Computational Methods for Inviscid and Viscous Two-and-Three-Dimensional Flow Fields Feb. 1975 12 p. refs (For availability see N75-31385 22-34)

The basic Lax-Richtmyer theory of the stability and convergence of linear difference schemes is considered. Some of the more demending requirements met in practical fluid flow calculations, including the control of nonlinear instabilities, dissipation, and dispersion are discussed along with the modeling of conservation properties and the implementation of boundary conditions. The use of the modified equation approach is studied as an alternative to the Lax-Richtmyer theory. An error analysis for finite element methods is given showing the high accuracy that may sometimes be achieved with the correct itestment of nonlinear terms.

Author

N75-31391 Paris Univ. (France). NUMERICAL SOLUTION OF THE NAVIER-STOKES EQUA-TIONS FOR COMPRESSIBLE FLUIDS Roger Payret and Henri Viviand (ONERA) In AGARD Computational Methods for Inviscid and Viscous Two-and-Three Dimensional Flow Fields Feb. 1976, 14 p refs (For availability see N75-31385 22-34)

Numerical methods for the solution of the Navier-Stokes equations for compressible fluids are discussed. A short review of the Navier-Stokes equations and of their qualitative mathematical properties, and a discussion of their interest in serodynamics problems are presented. The following aspects of numerical methods are considered: limitation of the domain of calculation and boundary conditions on the outer boundary; Various approaches in finite difference methods and properties of some representative schemes; treatment of the boundary condition at a solid wall; treatment of shock waves and general considerations on accuracy and computation times.

N75-31392 Laboratoire d'informatique pour la Mecanique et tes Sciences de l'Ingenieur, Paris (France).
APPLICATIONS OF FINITE ELEMENT METHODS IN FLUID DYNAMICE

C. Bellevaux and M. Maille (Pierre et Marie Curie Univ.) In AGARD Computational Methods for Inviscid and Viscous Two-end-Three-Dimensional Flow Fields Feb. 1975 28 p refs (For availability see N75-31385 22-34)

An example of the finite element method is considered which demonstrates the problems of functional analysis and the numerical techniques used. Elements of functional analysis necessary for a rigorous formulation are used to generalize the example. Other topics discussed include: the method of singularities and the linear and nonlinear case of Navier-Stokes equations Author for viscous flows.

N75-11380# Advisory Group for Aerospace Research and Development, Paris (France).
COMPUTATION OF VISCOUS COMPRESSIBLE FLOWS BASED ON THE NAVIER-STOKES EQUATIONS

Roger Payret, Henri Viviand, and J. J. Smolderen, ed. Sep. 1975 50 p. refs.

(AGARD-AG-212; AGARDograph-212) Avail: NTIS HC \$4.00 Problems relating to the computation of viscous compressible flows based on numerical solutions of the Navier-Stokes equations are reviewed. A general introduction to the Navier-Stokes equations and a discussion of their interest in serodynamic problems are presented. The following aspects of numerical methods are considered: limitation of the computational domain and boundary conditions on the outer boundary; various approaches in finite difference methods and description of some ropresentative schemes; treatment of boundary conditions at a solid wall; treatment of shock waves; and general considerstions on accuracy and computing times. Reported computations of two-dimensional or thron-dimensional flows are presented in table form with summary indications on the problems treated and the methods used. Author

N76-16357# Advisory Group for Astrospace Research and Development, Paris (France). IMPROVED NOZZLE TESTING TECHNIQUES IN THAN-SONIC FLOW

A. Ferri, ed. Out. 1975 384 p refs in ENGLISH and FRENCH Conf. held at Rome, 4-10 Sep. 1974

(AGARD-AG-208; AGARDograph-208) HC \$10.75

Conference papers on international testing of nozzle designs and performance at transonic flow are summerized. Data cover the effects of experimental techniques used, influence of various jet parameters-static pressure distribution, temperature, pressure drag, hoattell drag, and jet exhaustion nozzle performance. For individual titles, see N76-16358 through N76-16371.

N76-16358 Office National d'Etudes et de Recherches Aerospatiales, Paris (France).

ONERAL EXPERIMENTAL STUDY OF 18 DEG. STANDARD AGARD NOZZLE IN BUBBONIC AND TRANSONIC FLOW [ETUDE EXPERIMENTALE DE LA TUYERE EYALON AGARD 15 DEG. EN ECOULEMENTS SUBSONIQUE ET TRANSSONI-QUEL

B. Mechin /n AGARD Improved Nozzle Testing Tech. In Transonic Flow Oct. 1978 52 p refs in FRENCH (For availability see N78-16357 07-341

A test facility designed to study the performance of a standard 15 deg AGARU nozzle at subsonic and transunic flow is described. Date studied include the effects of sound, pressure, and temperature on internal flow, nature of the boundary layer, performance of the nozzle at a fixed point and with external

flow, and static pressure distribution on the exterior surface of the nozzle. Transl. by E.H.W.

N76-16369 Rolls-Royce, Ltd., Bristol (England).
DESCRIPTION OF TESTS CARRIED OUT AT ROLLS ROYCE (1971) LTD BRISTOL ENGINE DIVISION
L. R. Harper In AGARD Improved Nozzle Testing Tech. in

Transonic Flow Oct. 1975 22 p refs (For sveilability see N76-16357 07-34)

Three nozzle afterbody models were tested in the Rolls-Royce (1971) Ltd. transonic wind tunnel at Bristol using a model support sting which provided means for boundary layer thickness variation by blowing. The tests covered the Mach number range 0.75 to 0.95 and nozzle pressure ratios were in the range 1.7 to 4.7:1, The model surface static pressure distributions were meanured and integrated to obtain pressure drag coefficients. Measurements are also presented of model internal pressures, boundary tayer profiles and tunnel wall static pressure distributions.

N76-16360 Deutsche Forschungs- und Versuchsanstelt füer Luft- und Raumfahrt, Brunswick (West Germany) AN EXPERIMENTAL STUDY OF THE INFLUENCE OF THE JET PARAMETERS ON THE AFTERBODY DRAG OF A JET ENGINE NACELLE SCALE MODEL

H. Dissen and A. Zacherles In AGARD Improved Nozzle Teating Tech. in Transonic Flow Oct. 1975 14 p ref (For availability see N76-16357 Q7-34)

Numerous experimental tests with an engine nacelle scale model were made to investigate the influence of engine jet parameters on the pressure distribution of the engine nacelle and therefore on the boattail pressure drag. Regarding the planned flight tests on the HFB 320 Hansa Jet at the end of 1975, the experimental work was done with a model of the GE CJ 610 angine nozzle, including its nacelle. The influence of jet pressure ratio and jet temperature on the boattell pressure distribution at different flight Mach numbers are shown. The effect of boundary layer control and the influence of changing the internal nozzle geometry on the pressure dreg is also investigated.

N76-16361 Deutsche Forschungs- und Verauchsanstalt füer Luft- und Raumfahrt, Porz (West Germany). CONTRIBUTION OF THE INSTITUT FUER ANGEWANDTE GASDYNAMIK OF THE DFVLR, PORZ-WAHN
H. Emunds and H. Riedel In AGARD Improved Nozzle Testing Tech. In Transcrite Flow Oct. 1975 42 p (For availability see

N76-16357 07-34)

The results presented relate to the AGARD models with 10 day and 15 day boattall chord angle. They cover the static pressure distributions on the afterbody and wall of the propulsive nozzle as well as the total pressure distributions in the nozzle flow and in the external flow field. The latter was only investigated for the model with 10 deg boatteil. From the surface stallo pressure distributions on the afterbody of the models the boattail pressure dray coefficient was deduced. A cold propulsive jet of air was used, the nozzle total pressure ratio ranging from 1.0 to 6.63. The free stream Mach numbers covered the regime 0.5 free stream Mach number < 0.96.

N75-16362 National Aerospace Lab., Amsterdam (Netherlands), RESULTS OF NLR CONTRIBUTION TO AGARD AD HOC BTUDY

D. Rozendal, C. C. Groothoff, and W. B. G. Derkeen. In AGARD Improved Nozzle Testing Tech. in Transonic Flow Oct. 1975 41 p refs (For availability see N76-16357 07-34)

A description is given of a series of experiments in order to assess the influence of jet exhaust parameters - total pressure distortion, nozzle pressure ratio, let temperature (ratio of specific heats) - at transonic Mach numbers in the range of .8 to .96 on the nozzle thrust and discharge coefficients, on afterbody pressure distribution, and un the afterbody pressure drag. A model of .08 m diameter was tested in the .27 x .27 sq m transonic test section of a continuous blow-down wind tunnel. The 15 deg boattailed afterbody configuration as proposed by AGARD was supplemented by an afterbody with a twice as large nozzle area The fuseinge boundary layer thickness was varied by increasing the forebody length. A method was developed to define a valid total pressure, based on a mass flow averaging procedure, for a distorted jet pips flow. The results for the AGARD nozzle, contraction ratio 3.24, show that in the investigated range of NPR's there is only a small effect due to the jet pipe total pressure distortion, while for the larger nozzle with a contraction ratio of 1.82 the hollow velocity profile, compared to a flat profile, significantly lowered the nozzle discharge coefficient (3.2%), raised the specific thrust + 2.1% and changed the afterbody pressure distribution at free stream Mach number - .8. Effects on afterbody pressure distribution and pressure drag due to different NPR and free stream Mach number were evident, while an influence due to fuselage boundary layer thickness is

N76-16363 Air Force Flight Dynamics Lab., Wright-Patterson AFB. Ohio.

EFFECTS OF VARYING REYNOLDS NUMBER AND BOUND-ANY LAYER DISPLACEMENT THICKNESS ON THE EXTERNAL FLOW OVER NOZZLE BOATTAILS

D Zonais, James A. Laughrey, and Douglas L. Rowers. In AGARD Improved Nozzie Testing Tech. in Transonic Flow Oct. 1975

28 p. refs (For availability see N76-16357 07-34) .
Data for the 10 deg. 15 deg. and 25 deg AGARD nozale boattails presented are from those test facilities in which the Reynolds number was varied at constant Mach number or where the boundary layer was varied by blowing or changing the length of the model. Evaluation and discussion of the data concentrates on the trends in pressure drag and static pressure distributions when the external flow conditions (specifically Reynolds number and/or boundary layer displacement thickness) are altered over the Mach number range of 0.8 through 0.95. In general when the Reynolds number was increased or the boundary layer displacement thickness was decreased, the static pressures decreased at the beginning of the boattall (flow expansion region) and increased near the nozzle exit (flow recompression region). The pressure drags associated with these changes in the pressure distributions varied only slightly at 0.8 Mach number, but increased measurably at 0.9 Mach number. Increasing the Reynolds number or decreasing the displacement thickness at a Mach number of 0.95 changed the flow such that the expansion was greater and the recompression was less resulting in a significant increase in pressure drag. The flow separated just downstream of the shoulder on the 25 deg boattail for all Mach numbers investigated and a change in Reynolds number or displacement thickness did not noticeably influence the point at which the flow separated although there was some variation on the level of pressure in the separated zone. Author

N76-15364 Arnold Engineering Development Center, Arnold

Air Force Station, Tenn.
DESCRIPTION OF THE AGARD NOZZLE AFTERBODY
EXPERIMENTS CONDUCTED BY THE ARNOLD ENGINEER-ING DEVELOPMENT CENTER

L. L. Gullgher, F. M. Jackson, and C. E. Robinson In AGARD Improved Nozzle Testing Tech. in Transonic Flow Oct. 1975 6 p. refs (For availability see N76-18357-07-34)

A comprehensive test program, directed toward evaluation of Reynolds number and exhaust plume temperature effects on nozzie alterbody pressure drag, was conducted. Reynolds number effects were obtained by varying both model scale and wind tunnal pressure level. At AEDC, Ethylene(R)/air combustor, matalled in the nozzle flow tube, was used to provide hot exhaust products which very closely duplicate the exhaust products of JP-4 burned in air. Ignition was accomplished by injecting a small quantity of tri-ethy) borane (a pyrophoric fuel) into the combustor flameholder. Nozzle afterbody pressure drag, determined from pressure integration, was obtained at freestream Mach numbers of 0.6, 0.8, 0.9, 0.95, 1.1, and 1.5. Reynolds number (based on mode) length) and nozzle total pressure-to-free-atream static pressure ratio was varied from 2 million to 62 million and from jet-off to a maximum of 22, respectively, depending upon the free-stream Mach number. Fuel/air ratio was varied from 0 to 0.05, which corresponds to an exhaust plume total temperature range from 308 K to approximately 1889 K. Model angle of attack was zero degrees at all test conditions. To evaluate the affect of test section wall porosity on the performance of transonic wind tunnels the walls were modified for wall porosities of 2 and 4 percent in addition to the normal 6 percent, through the Mach number range from 0.6 to 0.95. Author

N76-16365° National Aeronoutics and Space Administration. Langley Research Center, Langley Station, Va.

CONTRIBUTION OF THE NATIONAL AERONAUTICS AND SPACE ADMINISTRATION LANGLEY RESEARCH CENTER William B. Compton, III and Jack F. Runckel. In AGARD Improved Nozzle Testing Tech. in Transcnic Flow Oct. 1975 9 p refs (For availability see N76-16357 07-34)

As part of a special international effort, three nozzlos were designed and tested on single nacelle models in wind tunnels of several nations belonging to the North Atlantic Treaty Organization. All three of these nozzles were investigated in the Langley 16-foot transonic wind tunnel at the National Aeronautics and Space Administration's Langley Research Center, Langley Research Conter also contributed theoretical calculations of the jet plume boundary and afterbody pressures. The calculations were obtained using an iterative solution which combined the invisoid Douglas Neumann method for the external flow with the method of characteristics for the flow in the jet plume. For the investigation, the nottles were mounted on a single nacelle model 15.24 centimeters in diameter and 162.58 centimeters long. Tests were made at free stream Mach number from 0.4 to 1.2, and at Reynolds numbers per meter from 7.38 million to 13.78 million depending on the Mach number. Four types of data were recorded: afterbody pressure data, afterbody force data, model boundary layer data, and tunnel well pressure data. The ratio of jot total pressure to free atream static pressure ranged up to 8.5. A description of the wind tunnel, model, and test procedure is included.

N76-16366 Rolls-Royce, Ltd., Bristol (England). THE INFLUENCE OF MODEL EXTERNAL GEOMETRY L. R. Harper and W. J. Lewis In AGARD Improved Nozzle Testing Tech. In Transonic Flow Oct. 1975 11 p refs (For availability see N76-16357 07-34)

The results of model tests of three axisymmetric afterbodies in a number of different wind tunnels were examined in terms of the influence of model external geometry. The variation of drag with afterbody geometry was shown to be in accord with the trend for drag to increase and drag rise Mach number to decrease as the body is made less siencier. It is found that drag and drag rise Math number can be correlated quite well with boattall chord angle for a wide range of afterbody geometries in addition to those tested in this exercise. Increase of boundary layer thickness was shown to decrease the affective curvature of the afterbody. At speeds below the drag rice Mach number for any particular geometry this modifies the afterbody pressure distribution but has little effect on the pressure drag. Above the drag rise Mach number drag coefficients measured with a boundary layer thickness typical of model test conditions were about 0.01 lower than when the boundary layer thickness was reduced to a value typical of flight conditions. Comparison of results obtained in various wind tunnels covering blockage ratios from 0.2% to 7% failed to show any discernable effect of tunnel interference at least for Mach numbers up to about 0.9 to 0.95. At high blockages static pressure varies considerably along the tunnel wall and it becomes crucial to select a reference static pressure which is substantially free from the influence of the afterbody pressure field. The overall conclusion is that results obtained in the various facilities are in good agreement and the techniques of afterbody drag measurement in current use are generally satisfactory although correct simulation of boundary layer thickness is sometimes necessary. Author

N76-16367 Office National d'Etudes et de Recherches

APOSTOCIONES, PARIS (France).
INFLUENCE OF THE JET PRESSURE RATIO ON THE
PERFORMANCE OF AN AGARD SINGLE FLOW AFTER-BODY IN THE 0.50-0.38 MACH RANGE

Bernard Mechin and Jean-Marie Hardy In AGARD Improved Nozzle Testing Tech. in Transonic Flow Oct. 1975 8 p. refs in FRENCH; ENGLISH summary (For availability see N76-16357 07-34)

The synthesis of experimental data concerning the effect of jet stagnation conditions on the drag of various afterbodies is presented. Jet pressure ratio effect on boattail pressure and on boundary layer separation is analyzed. This study is made for several values of the boundary layer thickness, taking into account the fact that some test rigs make its control possible by means of tangential blowing.

N76-16368 National Asrospace Lab., Amsterdam (Netherlands). INFLUENCE OF JET PARAMETERS: NOZZLE THRUST AND DISCHARGE COEFFICIENTS

C. C. Groothoff In AGARD Improved Nozzle Testing Tech, in Transonic Flow Oct. 1975 22 p refs (For availability see N76-16357 07-341

internal flow and nozzle characteristics were analyzed. All available data were used in a comparison of the nozzle discharge and thrust coefficients and jet pipe wall static pressures of similar model configurations. It was found necessary to take into account the distortion of the total pressure profiles in the jet pipe. The mass flow averaged total pressure was used in the calculations. The distortion coefficient DCM proved to be a useful tool in the comparison of the mass flow averaged total pressure with the 1-D isentropical total pressure, derived from mass flow, temperature and static pressure. The discharge coefficients that were found in the range of nozzle pressure ratios of about 1.3 to 12 were in good agreement. For the specified nozzle A the discharge coefficient Cd = 986. For this nozzle configuration with a contraction ratio of 3.24 hardly any influence on Cd of jet medium or distortion was found. External air flow did influence Cd. monly through the boattail overpressure near the nozzle lip. The thrust coefficients were found to be difficult to compare, one set of data however shows an inexplained higher level (about 1 - 2%). Nozzle 8 (contraction ratio 1 62) showed more influence of distortion in the jet flow. The values for the choked nozzle discharge coefficients were Cd = .978 (no dist.) and Cd = 946 (dist.). Distortion was also found to influence the well static pressures in the jet pipe.

N76-16369 Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Brunswick (West Germany).
INFLUENCE OF JET FARAMETERS: BOATTAIL PRESSURE DISTRIBUTION AND PRESSURE DRAG.
H. Dissen, H. Emunds, H. Riedel, and A. Zacharlas // AGARD Improved Nozzle Testing Tech, in Transonic Flow Oct. 1975

17 p. refs (For availability see N76-16357 07-34)
Preliminary results are presented of the influence of the jet parameters on the boattail pressure distribution and on the boattail pressure drag with reference to the AGARD models and a model of the HFB 320 engine nacelle. The jet parameters investigated were the jet temperature, the wake and jet mixing, the internal nozzle configuration, and the jet distortion. Concerning the influence of jet temperature two contrasting effects were observed. These differences may be due to different surface temperatures and base areas of the models tested. Further investigations are regards these temperature effects seem to be necessary. Very little information has become svailable on wake and jet mixing, so that in this area further research is also needed. No effect was observed for changes of the internal nozzle geometry and of the jet distortion.

N76-16370 Air Force Flight Dynamics Lab., Wright-Patterson AFB, Ohio.

DATA VARIANCE DUE TO DIFFERENT TESTING TECH-

NIQUES

J. A. Laughrey, G. K. Richey, and Antonio Ferri, (N. Y. Univ., N. Y.) In AGARD Improved Nozzle Testing Tech. In Transonic Flow Oct. 1975 21 p. rets (For availability see N70-16357 07-34)

A comparison of the boattail pressure distributions from data presented earlier shows that there is a significant variance in the data obtained in the various facilities, particularly at 0.9 and 0.95 Mach numbers. The analysis is concentrated on the 15 deg AGARD hoattall tested in the 0.8 to 0.95 Mach number range Differences in model support, model scale, tunnel blockage, tunnel buoyancy, wall type and poresity, and determination of tunnel reference flow conditions are examined in an attempt to understand the disagreement in the data. Model and wall static pressure distributions from various facilities are analyzed to try to isolate the reasons for these differences and to determine if there is a significant effect on the flow over the nozzle boattail. An Indication of possible wall interference is obtained by comparing the measured wall static pressure distributions to those determined analytically with a far field boundary condition corresponding to free flight conditions.

N75-16371 Messerschmitt-Boelkow-Blohm G.m.b.H., Munich (West Germany).
FORE- AND AFTSODY FLOW FIELD INTERACTION WITH CONSIDERATION OF REYNOLUS NUMBER EFFECTS
Felix Aulenta and Geart Besigk In AGARD Improved Nozzle

Testing Yech. in Transonio Flow Oct. 1975 22 p refs (For

svallability see N76-16357 07-34)

Recent affbody drag results obtained from different transonic wind tunnel measurements showed such large increases in affbody pressure drag with increasing Reynolds number that extrapolation to full soals became questionable. Attempts made to clarify this unexpected Reynolds number effect with the aim of contributing to improved testing techniques are outlined An analysis of a wind tunnel investigation at Mach number C,8 on a series of axisymmetric bodies showed as main result that varying Reynolds number produced in the wind tunnel opposite changes in pressure drag on fore- and affbody, respectively. It is explained that this result probably was caused by small deviations in free stream static pressure to which part-models are by an order of magnitude more sensitive than complete models. Therefore, unless a wind tunnel is celibrated to considerably better standards than usual it is recommended to take into account the compensating effects

on the forebody; the buoyancy corrections due to pressure gradients, however, have to be considered in addition. In the present measurements the changes of the mean wall pressures seemed to correlate with the corresponding changes on the model and were used as a correction term. Finally it is pointed out that modifications in aftbody geometry affect forebody drag. Results from the commonly used aftbody test rigs with forebodies fixed to the ground therefore need appropriate corrections.

Autho

N75-21430# Advisory Group for Asrospace Research and Development, Paris (France).
FLUIDICS TECHNOLOGY

J. M. Kirshner, ed. (Harry Diamond Labs., Adelphi, Md.) Jen. 1976 592 p. refs

(AGARD-AG-215; AGARDograph-215) Avail: NTIS

This AGARDograph is based on material presented at a symposium on fluidies held by the Harry Diamond Laboratories of the United States Army. It largely represents a selection of material from the proceedings of this symposium, edited in the interests of a wider audience. The compilation is an overview in concise form of the present state of research, technology and applications of fluidics. An opening seution on sensors is followed by sections on circuit components, systems and signal sepects, and design and application. A final section is concerned with research and febrication needs in the future. The table of contents of the original HDL Symposium is appended. For individual titles, see N78-21431 through N76-21448.

N76-21431 Picatinny Arsenal, Dover, N.J. FLUIDIC SENSONS: A SURVEY

Albertus E. Sul: aidilin and Joseph M. Kirshner (Hany Diamond Labs.) In AGARD Fluidius Technol. Jan. 1976 p 3-82 refs (For availability see N76-21430 12-34)

Types of fluidic sensors and the phenomena that make them possible are discussed. Various kinds of proximity sensors, force sensors, velocity sensors, position sensors, angular rate sensors, accelerometers, level sensors, temperature sensors, end concentration sensors are included.

Author

N75-21432 Massachusetts Inst. of Tech., Cambridge.
A REVIEW OF VORTEX DIODE AND TRIODE STATIC AND DYNAMIC DESIGN TECHNIQUES

D, N, Wormley In AGARD Fluidies Teuhnol, Jan. 1975 p 83-112. refs (For availability see N76-21430 12-34)

Vortex clode and triode amplifiers and their operating characteristics are described. Experimental and analytical studies of the essential characteristics of vortex chamber flow fields are briefly reviewed. Data and design techniques developed for the static design of clodes and triodes are summarized, and methods to estimate the small signal and global dynamic response of clodes and triodes are reviewed. Studies describing the application of vortex clodes and triode amplifiers in engineering systems are cited.

Author

N75-21433 State Univ. of New York, Buffalo. Dept. of Machanical Engineering.
THE TURBULENCE AMPLIFIER: STATIC AND DYNAMIC

THE TORBULENCE AMPLIFIER: STATIC AND DYNAMIC CHARACTERISTICS
Adam C. Beil /n AGARD Fluidics Technol. Jan. 1978 p. 113-156

refs (For availability see N70-21430 12-34)

The transition from laminar to turbulent flow in jets is discussed along with the advantages and disadvantages of the turbulence amplifiers (TA). The static performance, design parameters, analysis for jet and tube flow are also discussed for TA.

F.O.S.

N76-21434 Harry Diamond Labs., Adelphi, Md.
ANALYTIC DESIGN OF LAMINAR PROPORTIONAL
AMPLIFIERS

Francis M. Menion and Tadausz M. Drzewiecki *In* AGARD Fluidios Technol. Jan. 1976 p 157-207 refs (For availability see N76-21430 12-34)

The analytic design of laminar proportional amplifiers is discussed. After a historical review of analog fluidic devices, the advantages of and rationale for using laminar devices are shown. Among some of the more desirable features of laminar devices are the improvements obtained in gain, dynamic range and signal-to-noise ratio, not to mention the ease of scaling. A general geometric configuration for laminar proportional (analog) amplifiers is presented that considers control and output-port width, splitter-to-nozale distance, splitter thickness, aspect ratio, and spacing between downstream edges of the control portanormalized to the supply nozale width as the parameters of

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concern in design. The approach geometry, such as the supply, control, output and vent lines, is treated in terms of known viscous impedance variables. Staging techniques are presented

N76-21435* National Aeronautics and Space Administration. Langley Research Center, Langley Station, Va.
EXPERIMENTAL DESIGN OF LAMINAR PROPORTIONAL AMPLIFIERS

R. F. Hellbaum In AGARD Fluidics Technol. p 209-227 refs (For availability see N76-21430 12-34)

An experimental program was initiated at Langley Research Center to study the effects of various parameters on the design of laminar proportional beam deflection amplifiers. Matching and staging of amplifiers to obtain high-pressure gain was also studied. Variable parameters were aspect ratio, setback, control length, receiver distance, receiver width, width of center vent, and bias pressure levels. Usable pressure gains from 4 to 19 per stage can now be achieved, and five amplifiers were staged together to yield pressure gains up to 2,000,000.

N76-21438 Virginia Polytechnic Inst. and State Univ., Blacksburg. Dept. of Mechanical Engineering.
THE EFFECT OF GROMETRIC AND FLUID PARAMETERS

ON STATIC PERFORMANCE OF WALL-ATTACHMENT-TYPE FLUID AMPLIFIERS

H. L. Moses and R. A. Comparin (Newark Coll. of Eng.) AGARD Fluidics Technol. Jan. 1976 p 229-248 refs (For availability see N76-21430 12-34)

The current state-of-the-art in relating the geometry and fluid parameters to the static performance characteristics of wall-attachment-type fluid amplifiers is reviewed. The basic concepts involved in available analytical approaches are outlined with some experimental results. The effect of these parameters on amplifier performance is summarized, with reference to the analyses and experiments.

N76-21437 Herry Diamond Labe., Adelphi, Md. THE DESIGN OF FLUERIC, TURBULENT, WALL ATTACH-MENT FLIP-FLOPS

Tadeusz M. Drzewiecki In AGARD Fluidius Technol. 1976 p 249-290 refs (For availability see N76-21430 12-34)

A guide is presented for the design of turbulent, wall attachment flip-flops with straight walls and sharp splitters. The analysis provides the steady state and transient characteristics. and the results are presented graphically to facilitate design. Fabrication techniques are discussed where they may compromise design criteria. A specific design for minimum response timu is followed from conception to final component status. In adultion a typical design problem is considered and solved.

N76-21438 Surrey Univ., Guildford (England). Mechanical Engineering.
DIGITAL FLUIDIC COMPONENT AND SYSTEM DESIGN
G. A. Parker In AGARD Fluidios Technol. Jan. 1976 p 293-318 refs (For availability see N76-21430 12-34)

Moving part and nonmoving part digital fluid devices are discussed. Digital component characteristics, digital modules, sensors, combinational, and sequential circuit design are

N76-21439 Fachhochschule, Cologne (West Germany).
SIGNAL ANALYSIS OF FLUIDIC NETWORKS
H. M. Schsedel In AGARD Fluidics Technol, Jan p 317-388 rafs (For availability see N76-21430 12-34)

The problems of signal processing in fluidic networks are compared to those in electrical communication. Topics discussed include: the electric-fluidic analogy, turbulent assistance, transmission lines, so-circuits, and pulses in fluidio networks.

N78-21440 Lehigh Univ., Bethlehem, Pe. ANALOG FLUIDIC CIRCUITRY: REVIEW, CRITIQUE AND A NEW OPERATIONAL AMPLIFIER Forbes T. Brown In AGARD Fluidics Technol.

p 389-407 refs (For availability see N78-21430 12-34)
Two different approaches to analog fluidic circuitry are found in the literature. The first utilizes high gain amplifiers with feedback (operational amplifiers) to achieve easy design, excellent linearity, low noise and low sensitivity to disturbances at a cost of limited bandwidth, high power consumption and high expense. The second utilizes fewer emplifiers with feed-forward and a minimum of feedback to achieve the opposite consequences. An operational amplifier is proposed which, through resonance tubes placed in

the forward loop upstream of the gain block, has a greatly extended bandwidth at a cost of increased sensitivity to load changes at high frequencies.

N76-21441 Harry Diamond Labs., Adelphi, Md. FLUIDIC NOTCH FILTERS

Gary L. Roffman In AGARD Fluid Technol. p 409-443 refs (For availability see N75-21430 12-34)

Ten notch-filter circuits with biquadratic transfer functions are described. Notch filters are used in control systems to prevent instabilities due to mechanical resonances. The electronic circuit literature was searched to find circuits with biquadratic transfer functions that could be implemented with fluidic amplifiers. The amplifiers are assumed to have equal input and output impedances, and all high-gain emplifiers used are assumed to have a pressure gain of 2,000. Using these characteristics, the frequency response of the circuits is calculated using a digital, discult-enalysis program. The best circuit, based on accuracy in producing a required transfer function for the MBOA1 tank control system, gain insensitivity, and least number of compliances (bellows) requires three high-gain amplifiers. Advantages and disativantages of all the circuits are

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N76-21442 Harry Diamond Labe., Adelphi, Md. CIRCUIT MODELS OF PASSIVE PNEUMATIC FLUIDIC COMPENSATION NETWORKS

Joseph M. Iseman In AGARD Fluidic Technol. p 445-484 refs (For availability see N76-21430 12-34)

Circuit models of passive pneumatic fluidic components are summarized, and the feasibility of a circuit approach for designing passive fluidic control system circuits is described. Starting with a set of fluidic components: capillaries, enclosed volumes, believes modules, and diaphragm modules. Circuit models were synthesized from an analytical-experimental-computational approach. Simple, kiest electronic circuit models that are linear and frequency independent were extended to models that are nonlinear and frequency dependent. These circuit models are described by analytic expressions. A few test configurations were built and their responses were measured. Simulation for these configurations was performed with digital computer programs. Comparisons between the test data and simulated models were made and qualitatively evaluated; these data are generally in agreement over the ranges tested.

N76-21443 Harry Diamond Labs., Adelphi, Md. FLUIDIC STANDARDIZATION EFFORTS

R. Pierce Tresk, II In AGARD Fluidics Technol. Jan. 1976 p 487-496 (For evallability see N76-21430 12-34)

Fluidic standards are discussed with respect to their development, subject material, use within the fluidic technology, and to some extent their relationship to other technologies. The many groups that are active in developing standards and the standard documents they issue are described. Among the most active groups are the Government Fluidics Coordination Group (GFCG) and the National Fluid Power Association (NFPA). Two military standards on fluidic terminology, symbology, and test mathods, were developed and recently revised by the GFCG. Two additional standards on moving-part fluid-logic symbols and data presentation were developed by the NFPA. These four documents form the framework of the current fluidic standards used in the United States. Author

N76-21444 Herry Diamond Labs., Washington, D.C. MILITARY APPLICATIONS IN FLUIDICS

R. N. Gottron and L. S. Cox In AGARD Fluidics Technol. Jan. 1976 p 497-510 refs (For availability see N76-21430 12-34)

U.S. Government programs in fluidics are discussed with brief descriptions of current system applications along with present government afforts in fabrication and reliability. Author

N76-21445 AiResearch Mfg. Co., Phoenix, Ariz. AEROSPACE FLUIDICS APPLICATIONS AND CIRCUIT MANUFACTURE

T. G. Sulton, Sr. and W. J. Anderson In AGARD Technol. Jan. 1976 p 511-536 (For availability see N78-21430

The application of fluidics to the solution of aerospace control problems began at AlResearch in 1964. Soveral development programs have resulted in production applications related to the major AiResearch product lines which include gas turbines, propulsion engines, air motors, and environmental control systems. Early in these development programs, it was realized that the

manufacture of monolithic flueric circuits would be necessary for amospace use of this new technology. Research and investigation of production processes resulted in the use of photo-chemical machining and assisted diffusion bonding for menufacture of production and development fluidic circuitry. The use of these processes has led to the successful application of fluidics to aerospace products.

N76-21446 Sheffield Univ. (England). Dept of Chemical Engineering

FLOW CONTROL CIRCUITS FOR TOXIC FLUIDS

J. R. Tippetts, N. Syred, J. Grant (United Kingdom Atomic Energy Authority, Risley), and R. E. Strong (Brit. Nucl. Fuels) In AGARD Fluidios Technol. Jan. 1976 p 637,566 refs (For availability see N76-21430 12-34)

Classical and newly-developed fluidic devices which are heing used to handle active fluids in a nuclear fuel processing plant are described.

N76-21447 Sheffleld Univ. (England). Dept. of Chemical Engineering and Fuel Technology. DEVELOPMENT NEEDS

J. R. Tippetts In AGARD Fluidics Technol. Jan. 1976 p 567-882 refs (For availability see N76-21430 12-34)

The importance of development as a rational process is emphasized. Scope for future development with a reasonable prospect of pay-off is discussed. It is shown that the general field of flow control is worthy of intensive development. Numerous useful applications for fluidic techniques exist in chemical and nuclear plans. Some useful circuits are suggested; the development needs are self-evident. The many diverse flow control elements are interrelated by the indefinite circle diagram. This results in the identification of certain desirable properties which may guide the future development of devices and nircuits.

N76-21448 Harry Diamond Labs., Adelphi, Md FABRICATION REQUIREMENTS IN FLUIDICS TECHNOL-OGY

Lyndon S. Cox In AGARD Fluidles Technol. p 583-593 refs (For svallability see N76-21430 12-34)

The relationship batween the manufacturing processes and the successful fabrication of a fluidic item for a specific use is discussed. The fabrication process including outling, etching, easting, electroforming, and forming are reviewed along with the problem areas. Types of applications such as switching and logic circuits, and analog groups are presented.

N76-23535# Advisory Group for Aerospace Research and Davelopment, Paris (France).

IMPROVED NOZZLE TESTING TECHNIQUES IN TRAN-SONIC FLOW

Jaarsma (Natl. Autospace Lab., Amsterdam) Feb. 1976

(AGARD-AR-94) Avail NTIS HC \$3.50

Summary and condusions are presented on the tests and joint analyses performed on nozzie testing techniques. Effects of wind tunnel static pressure, Raynolds Number, boundary layer, model support, well interference, buoyancy, afterbody geometry, nozzle pressure ratio, and jot temperature are reported. Author

N76-23536# Advisory Group for Aerospace Rusearch and Development, Paris (France). FLOW SEPARATION

Feb. 1976 40 p. refs. Presented at the AGARD Fluid Dyn Panel Symp., Goettingen, Germany, 27-30 May 1975

(AGARD-CP-168-Suppl) Avail NTIS HC \$4 00

The calculation is discussed of laminar separation which has always represented one of the most relevant problems of boundary layer theory, even within the classical Prendtl's assumption of vanishing transverse pressure gradients. Recent theories attempting to calculate separation after relaxing Prundit's assumption are reviewed. Purely numerical results based on the finite difference solution of the complete Navier-Stokes equations are harely mentioned. The analytical procedure based on a multiple layer treatment developed independently by Neiland and by Stewartson and Williams is discussed in detail both in the foundations and in the developments. Some as yet unmentioned results are also given. A critical discussion follows, showing the insufficiency of the present asymptotic treatment of the return flow. A third procedure is thought to present a certain interest, that is the generalization of von Karman momentum Integral procedure taking into account the existence of transverse pressure gradients. The attempt by Holden and Moselle, containing some arbitrariness. is montioned it is shown how the arbitrary elements can be removed and a perfactly coherent set of equations in integral form obtained. The possibility is shown of a fundamental improvement in the calculation of the distributions through the use of a three or four-parameter family of generalized similar solutions taking into account the transverse variability of the

N77-11357# Advisory Group for Aerospace Research and Development, Paris (France). FLUID DYNAMICS PANEL SYN POBIUM ON FLOW SEPARATION

D. J. Peaks (NAE, Ottows) and W. J. Rainbird (Carleton Univ.) Oct. 1976 18 p refs (AGARD-AR-98) Avail: NTIS HC A02/MF A01

This report contains an evaluation and appraisal of the subject with recommendations for future research. Current knowledge and understanding of the fluid physics of 2D and 3D flow separation and reattachment, particularly for turbulant flows, is limited, it is necessary that high quality, carefully planned 2D and 3D boundary layer experiments be conducted to obtain dependable experimental data to enhance our basic knowledge, and for use in verification, validation and development of theoretical prediction methods. These complete, unambiguous data sets should include detailed documentation of all measurable quantities. both mean and fluctuating at the wall, in the viscous boundary layer and in the external flowfield. Emphasis should be placed on redundant measurement techniques to ensure high data raliability.

N77-12382∦ Advisory Group for Aerospace Research and Development, Paris (France).
FLOW OF SOLID PARTICLES IN GASES

George Rudinger (State Univ. of New York, Buffale) and A. Auriol, ed. (l'Inst. Franco-Allemand de Recherches de Saint-Louis, France) Oct. 1976 94 p refs (AGARD-AG-222: 15

ISBN-92-835-1228-6) HC AOB/MF AOI

Research on gas-particle flow in Germany, Great Britain, France, and the United States is presented. Fluidized bads and laser-Doppler anemumeters were used to measure solid particles and gas flow. For individual titles, see N77-12353 through N77-12367.

N77-12353# Office National d'Etudes et de Recherches Aerospatiales, Paris (France). FRENCH CONTRIBUTION TO AERODYNAMICS OF GAS-PARTICLE MIXTURES

Paul Kuentzman In AGARD Flow of Solid Particles in Gases Oct. 1976 p 1-18 refs (For primary document see N77-12352 03-34)

Avail: NTIS HC AOB/MF AO1

Three examples, concarning the aerospace field, are presented; they concern rocket propulsion, laser gnemometry and capture of droplets. A precise knowledge of the particle size distribution is essential in most cases, and improvements in optical techniques are desirable. Velocity measurements, satisfactory for small concentrations, should be extended to larger ones. Temperature measurement methods for both phases exist. Interactions between particles should be better known.

N77-12354# Deutsche Forschungs- und Versuchsenstelt füer Luft- und Raumfahrt, Goettingen (West Germany).
GAS FLOWS WITH SOLID PARTICLES: RESEARCH AND DEVELOPMENT IN GERMANY

W. Wuest In AGARD Flow of Solid Particles in Gases Oct. 1976 p 19-32 refs (For primary document see N77-12352 03-34)

Avail: NTIS HC AOB/MF AO1

Fundamental research on force and heat-transfer laws and propagation of sound and shock waves is discussed as well as more applied work on generation, conveying, separation and measurement of particles.

N77-123555 City Univ., London (England). Dept. of Mechanical

A REVIEW OF RESEARCH IN THE UNITED KINGDOM IN THE FIELD OF MULTIPLE FLOWS OF SOLIDS AND

R. A. Duckworth In AGARD Flow of Solid Particles in Gases Oct. 1976 p 33-46 refs (For primary document see N77-12352 $03 \cdot 34)$

Avail: NTIS HC AOS/MF AO!

Understanding of solid-geseous flows is much less complete than in the case of fluid flows partly because of the limitations imposed by the available measuring techniques. Several such techniques are discussed. The complex nature of gear-particle flows has led to an attempt to obtain a generalized empirical solution which is briefly described. Particle deposition, entrainment, and erosion caused by the impact of airboine particles are also discussed.

Author

N77-12356# Von Karmen Inst. for Fluid Dynamius, Rhode-Saint-Genese (Belgium)

THE VON KARMAN INSTITUTE FOR FLUID DYNAMICS Jean J Ginoux and Michel Riethmuller In AGARD Flow of Solid Particles in Gases Oct 1976 p 47-54 refs (For primary document see N77-12352 03-34)

Avail: NTIS HC A05/MF A01

Low spead and high spead gas-particle flow are discussed. Theoretical and experimental aspects are also discussed, as well as some work on instrumentation. In addition, observations in a fluidized bed are briefly described, and development of a laser Doppier velocimeter is outlined.

N77-12357# Textron Bell Aerospace Co., Buffalo, N.Y.
FUNDAMENTALS AND APPLICATIONS OF GAS-PARTICLE
FLOW

George Rudinger In AGARD Flow of Solid Particles in Gases Oct. 1976 p 66-86 refs (For primary document see N77-12352 03-34)

(Contracts F44620-70-C-0116; N00014-67-A-0226,

Proj. SQUID)

Avail: NTIS HG AOB/MF AO1

This survey deals with flows of a gas in which small, rigid, and permanent particles are suspended. Particle concentrations range from so low that the particles do not affect the gas flow and can be treated as single particles to so high that the particles occupy an appreciable volume fraction of the mixture. The dynamics of single particles in continuum and low-density flow, the themodynamics of gas-particle mixtures, and the basic flow equations for one-dimensional flow are discussed. Wave propagation, nozzio flow and gas-particle jets are also discussed Additional examples of analytical and experimental results are given to illustrate important ultuations. Emphasis is placed on work performed in the United States.

Author

35 INSTRUMENTATION AND **PHOTOGRAPHY**

Includes remote sensors, measuring instruments and gages. detectors, cameras and photographic supplies, and holography. For senal photography see 43 Earth Resources. For related information see also 06 Aircraft Instrumentation and 19 Spacecraft Instrumentation

N74-35095# Advisory Group for Aerospace Research and Development, Peris (France)
TESTING OF PRECISION INERTIAL GYROSCOPES

Dino A. Lorenzini (Air Force Acad.) Jun. 1974-73 p. refs (AGARD-AG-192; AGARDograph-192) Avail. NTIS HC \$6.75 The basic phases of environment, excitation, monitor, and evaluation involved in inertial sensor tests are reviewed Techniques considered for application to known gyro testing problems are described, and base motion environment, computercontrolled test operation, data acquisition, and data handling problems are identified. The studies suggest that the development of a more comprehensive gyro error model is needed to uncover some of the coefficient disagreements and instabilities which occur between different tests, and different test equipment. Mini-computers are discussed in terms of their advanced capabilities in data acquisition and processing methods for improved test accuracy speed, and versatility.

N75-26635# Advisory Group for Aerospace Research and Development, Paris (France).

A REVIEW OF ANTHROPOMETRIC DATA OF GERMAN AIR FORCE AND UNITED STATES AIR FORCE FLYING PERSONNEL, 1967 - 1968

H. J. Grunhofer, ed. (German Air Force) and G. Kroh, ed. (German Air Force Inst. of Aviation Med.) Apr. 1975 180 p. refs (AGARD-AG-205; AGARDograph-205) Avail: NTIS HC \$7.00

Standardized equipment, definitions and procedures were used according to Hertzberg for each program. Both data collections were obtained from preselected personnel and are not representative of the whole male population of the respective country; however, the results are representative of the reference collectives. For each body dimension the following detailed information is given the definition, written and illustrated, of body dimension to be measured; the frequency of certain ranges; a breakdown of GAF and USAF data in percentile; essentials on the statistics of data distribution. The correlation matrix of GAF data is also

N75-21492# Royal Aucrait Establishment, Farnborough

THE POSSIBILITIES OF USING A SCANNING ELECTRON MICROSCOPE FOR THE STUDY OF COMPOSITE MATERI-ALS HAVING AN ORGANIC MATRIX

J. Auvinet and J. Rouchon, Dec. 1976, 12 p. refs. Transl into

ENGLISH from the French Report AGARD CP 163 (RAE-Lib-Trans-1874, BR50919, AGARD-CP 183) Avail NTIS HC \$3 50

The scanning electron microscope, with its large depth of field and high resolution makes possible the direct examination of fine and deeply contoured surfaces and is thus particularly suitable for the study of composite materials. The use is described of a scanning electron microscope for product quality control and the study of failure surfaces and corrosion in glass and high modulus fibre/epoxy matrix composites. Each of these facets is illustrated photographically

36 LASERS AND MASERS

Includes parametric amplifiers

N74-23082# Advisory Group for Aerospace Research and Development, Paris (France). LASER 1.4STRUMENTATION FOR FLOW FIELD DIAGNOSTICS

J. D. Trolinger (ARO, Inc.), S. M. Bogdonoff, ed. (Princeton, Univ.), and J. A. Smith, ed. Mar. 1974, 128 p. refs. (AGARDograph-188; AGARD-AG-188). Avail: NTIS. HC \$9.50. CSCL 20E.

An introduction to achievent optics and holography is presented. A discussion of the application of lasers in aerodynamics is presented and examples taken from many different laboratories are included. The use of lasers to complement conventional optical methods is reviewed while more advanced techniques are presented in greater detail. These include new methods in interferometry, holography, and laser Doppler techniques. Author

N75-16928# Advisory Group for Aerospace Research and Development, Paris (France).

EVALUATION OF THE POTENTIAL BENEFIT TO THE AERONAUTICAL FIELD FROM LASER TECHNOLOGY Dec. 1974 251 p refs Parly in ENGLISH; party in FRENCH (AGARD-AG-195; AGARDograph-195) Avail: NTIS HC \$8.50

The characteristic properties of lasers are reported and their applications to aeronautical engineering are discussed. For individual titles, see N75-16829 through N75-16843.

N75-16829 Royal Radar Establishment, Maivern (England). REVIEW OF CHARACTERISTIC LASER PROPERTIES M. J. Taylor In AGARD Evaluation of the Potential Benefit to the Aeron. Field from Laser Technol. Dec. 1974 24 p. refs (For availability see N75-16828 08-36)

Lisers can be made from solid, gaseous or liquid materials, and the emission may be either continuous wave (CW) or pulsed, depending on the system. The range of CW power in laser beams varies from milliwatts to kilowatts and pulsed systems give peak powers of up to terrawatts with pulse widths in the picosecond range. The energy in such short, intense pulses may not, however, be very high. The principles and properties of lasers are summarized, emphasizing aspects which are particularly relevant to avionic systems design.

Author

N75-16830 Service Technique des Telecommunications de l'Air, Paris (France).

POSSIBLE APPLICATION OF LASERS IN AERONAUTICS [DOMAINES POSSIBLES D'APPLICATION DES LASERS EN AERONAUTIQUE]

Jean Bertrais In AGARD Evaluation of the Potential Benefit to the Aeron. Field from Laser Technol. Dec. 1974 5 p in FRENCH (For availability see N75-16828 08-36)

Laser use in aeronautics covering data transmission support, analysis of structures, tests of sircraft equipment, and as a source of light in holographic procedures is reported. Image storage trajectory determinations, and reconnaissance missions are also discussed.

Transl. by E.H.W.

N75-16831* National Aeronautics and Space Administration.
Goddard Space Flight Center, Greenbelt, Md.
OPTICAL COMMUNICATION IN FREE SPACE

Henry H. Plotkin, Neison MoAvoy, and Michael W. Fitzmaurice In AGARD Evaluation of the Potential Benefit to the Aeron. Field from Laser Technol. Dec. 1974 24 p. refs (For availability see N75-18828 08-36)

Two classes of laser communication systems for handling viping high date rates across inter-satellite distances are considered that provide for high antenna gains, wide modulation bandwidths, and optical receiver sensitivities. System design considerations are based upon the carbon dioxide laser modulation to accommodate digital or analog information, and the neodymium doped YAG laser pulse for digital modulation.

N75-16832 Deutsche Forschungs- und Versuchsansteit füer Luft- und Raumfahrt, Oberpfaffenhöfen (West Germany). Inst. füer Flügfunk und Mikrowellen.

AIRBORNE INSTRUMENTATION ALTIMETERS, DOPPLER-NAVIGATORS, VELOCIMETER, CAT-DETECTION

F. Malota In AGARD Evaluation of the Potential Benefit to the Aeron. Field from Laser Technol. Dec. 1974 12 p refs (For availability see N75-16828 08-36)

The possible uses of lasers in airplanes as altimeters, velocimeters, for Doppler navigation and for clear air turbulence detection are discussed. It is shown that the shorter wavelengths of lasers have some advantages over microwaves and radiowaves in avionics applications.

N78-16833 Army Electronics Command, Fort Monmouth, N.J. THE APPLICATION OF LASERS TO THE PROBLEMS OF VERY LOW LEVEL FLIGHT OBSTACLE AVOIDANCE AND TERRAIN FOLLOWING

C. M. Kellington In AGARD Evaluation of the Potential Benefit to the Aeron. Field from Laser Technol. Dec. 1974 9 p. refs (For availability see N75-16828 08-36)

Lasers have found application in helping to solve the problems of very low level flight by U.S. Army aircraft. In the following is discussed: the reasons why Army aircraft fly low, the nature of the operational problems encountered at low altitudes, the technical problems associated with the design of systems to enhance low level flight capability, research efforts to date directed toward solution of the problem of low level flight and finally a comparison of the capabilities of microwave and laser systems in this area. The limitations of laser systems and research areas still requiring investigation are also discussed.

Author

N75-16834 Lincoln Lab., Mass. Inst. of Tech., Lexington. AIRBORNE SURVEILLANCE AND RECONNAISSANCE

R. H. Kingston In AGARD Evaluation of the Potential Benefit to the Aeron. Field from Laser Technol. Dec. 1974 3 p. Sponsored by Dept. of the Air Force (For availability see N75-16828 03-36)

The use of a laser for illumination offers many advantages over reconnaissance and surveillance using either standard photography or microwave rader. Foremost among these advantages are high resolution images not dependent upon daylight, much higher resolution than that obtainable with rader, and the possibility of range-gating for suppression of foreground backscatter as well as range determination. In this review of the use of lasers in sirborne surveillance and reconnaissance, the detailed advantages of such systems, the types of systems and possible applications, and the problem areas requiring further research and development are discussed.

Author

N75-18835 Royal Aircraft Establishment, Farnborough (England). RANGING GUIDANCE AND DESIGNATION

A. R. Newbery and J. C. Mabberley. In AGARD Evaluation of the Potential Benefit to the Aeron, Field from Laser Technol Dec. 1974 10 p. refs (For availability see N75-16828 08-36)

The use of lasers for ranging, guidance and designation is reviewed and advantages and disadvantages over more conventional techniques are indicated. The discussion is mainly limited to systems employing basic components which are currently available. Possible future systems are mentioned, with some emphasis on the development trends expected.

Author

N75-16836 Thomson-CSF. Issy les Moulineaux (France).
TRAJECTOGRAPHY: TRACKING [TRAJECTOGRAPHIE: POURSUITE]

H. Maillet (Labs. de Marcoussis), G. Couderc, P. Sergent, M. deNoray (Engins MATRA), and R. Moreau (ONERA). In AGARD Evaluation of the Potential Benefit to the Aeron. Field from Laser Technol. Dec. 1974. 38 p. refs. in FRENCH; ENGLISH summary (For availability see N75-16828.08-36).

Problems relating to the optical tracking of a target, either friend or foe are discussed. Generalities are given on methods used to solve these problems and the main types of lasers that were used. A survey was also made of the methods applicable to air target trajectography, including those parts of the trajectory that are in contact with the ground. Satellite trajectography from ground based stations and optical tracking in the instance of antiairoraft defense operations are included.

Author

N75-16837 Compagnie Generale d'Electricite, Marcoussis (France). Div. des Applications Optiques.
HOLOGRAPHIC STORAGE OF OPTICAL IMAGES AND VISUALIZATION OF LASER SYSTEMS [STOCKAGE HOLOGRAPHIQUE DES IMAGES OPTIQUES ET SYSTEMES VISUALISATION A LASER]

G. Courrier In AGARD Evaluation of the Potential Benefit to the Aeron. Field from Laser Technol Dec. 1974 26 p. refs In FRENCH, ENGLISH summary (For availability see N75-16828 08-36)

The state of the art in the fields of holographic storage and retrieval and large screen displays was examined. Particular attention was given to methods, as the Fourier transform holography and frequency carrier photography. Advantages of the methods using laser sources were reviewed along with main parameters influencing design concepts Author

N75-16838 Physics Lab RVO-TNO, The Hague (Netherlands). OPTICAL CORRELATION

J. A. Boden In AGARD Evaluation of the Potential Benefit to the Aeron. Field from Laser Tsr:hnol. Dec. 1974 20 p. refs (For availability see N75-16828 08-36)

A survey is given of the most common types of coherent optical correlators, which are classified as spatial plane correlators. frequency plane correlators and special reference correlators. Only the spatial plane correlators are dealt with rather thoroughly. Basic principles, some special features, advantages and disadvantages mostly are given with references to relevant literature. Optical processing of sideways looking synthetic aperture radar data and the acousto-optical processing of linear FM radar signals are described as special reference correlators, of which the first has become the most important application of optical data processing to date. Some advantages and disadvantages of incoherent correlators are given for comparison along with some examples of the most common types. A detailed description of a simple coherent anatial plane correlator is given. Some experimental results are mentioned. The reference function in this correlator is realized as a hard clipped phase plate, which susuits in a large detection region and a high signal output.

Author

N75-16839 Army Electronics Command, Fort Monmouth, N.J. THE LABER GYRO

Vernon Dickey In AGARD Evaluation of the Potential Benefit to the Auron. Field from Laser Technol. Dec. 1974 10 p refs (For availability see N75-16828 08-36)

A general discussion of laser gyro technology is presented which includes basic principles of operation and various effects which introduce errors. This is followed by a review of the engineering aspects of design and contraction. Finally, the potential capabilities and limitations as related to system applications are considered.

N75-16840 Office of Naval Research, Arlington, Va. APPLICATIONS OF LASER OFFICS TO AERONAUTICAL ENGINEERING

Robert D. Matulka In AGARD Evaluation of the Potential Benefit to the Aeron Field from Laser Technol. 23 p refs (For availability see N75-16828 08-36)

The use of lasers and laser optics is discussed for several fields of seronautical engineering which include experimental fluid and structural mechanics and testing. The advantages of laser optics and the application to laser scattering, holography, and photography are outlined. The application of holography to wind tunnel diagnostics is detailed as a tutorial example of applied isser optics. State of the art description is also attempted for the fields of non-destructive testing, vibration analysis, laser Raman spectroscopy, velocimetry, and photo-elasticity Suggestions for potential applications are made when appropriate, throughout Author

N75-16841 Compagnie Generale d'Electricite. Marcoussis (France). Section Electronique et Photonique

OPTICAL FIBER COMMUNICATION ONBOARD AIRCRAFT COMMUNICATIONS PAR FIBRES OFFICUES A BORD D'AVIONS

J Ernest In AGARD Evaluation of the Potential Benefit to the Aeron Field from Laser Technol Dec 1974 11 p refs In FRENCH; ENGLISH summary (For availability see N75-16928 08.36)

Recent advances in optical fiber transmission and their potential use in some specific areas are reported. These advances include: different types of low pass optical fibers, single mode cladded glass fibers, multimode cladded glass fibers, multimode cladded liquid core gladded fibers and SELFOC glass fibers Important components of an optical fiber link, mostly light emitters, are examined along with tradeoffs and possible combinations of components for specific system applications. Advantages of optical fiber transmission are discussed with emphasis on features related specifically to communication link problems with an aircraft.

Author

N75-16842 Service Technique des Telecommunications de l'Air. Paris (France).

CONCLUSIONS AND RECOMMENDATIONS SIONS ET RECOMMANDATIONS]

J Bertrais In AGARD Evaluation of the Potential Banefit to the Aeron. Field from Laser Technol. Dec 1974 7 p in FRENCH (For availability see N75-16828 08-36)

Recommendations regarding the feasibility, use, and applications of various laser types and laser systems in gerospace are given. Special attention was given to tracking studies, communication, surveillance and reconnaissance onboard aircraft, and image storage techniques Transl by E.H.W

N75-16843 Direction des Recherches et Moyens d'Essuis, Paris

ATMOSPHERIC LASER BEAM PROPAGATION

A. Laurens. In AGARD Evaluation of the Potential Benefit to the Aeron, Field from Laser Technol. Dec. 1974 21 p. refs in FRENCH; ENGLISH summary (For availability see N75-16828 08-36)

Laser beam propagation is modified by absorption, by scattering and by turbulence. Absorption in the atmosphere is brought about by molecular constituents. The absorption by scattering depends on Rayleigh scattering and Mie scattering: Rayleigh scattering can be neglected for wavelengths longer than 0,5 microns. Mis scattering is related to the dimensions of the particles; the attenuation of hazes and selective fogs decreases when the wavelength increases. The effects of turbulence on laser beam propagation are beam apreading, beam deviation. amplitude and phase variations whose consequences are scintillation and coherence losses; those effects are more important for short wavelengths than for long wavelengths.

N75-17656# Advisory Group for Aerospace Research and Development, Paris (France). Development, Paris (France).

EVALUATION OF THE POTENTIAL BENEFIT TO THE AERONAUTICAL PIELD FROM LASER TECHNOLOGY [EVALUATION DES APPLICATIONS POTENTIELLES DU LASER DANS LE DOMAINE AEROSPATIAL]

J. Bertrais (STTA, Paris) Dec. 1974 8 p in French (AGARO-AR-65) Avail: NTIS HC \$3.25

A resume on lasers and their application to aerospace are presented. Data cover: trajectography - tracking, characteristic properties of lesers, laser telemetry, holographic storage of optical images, and optical fiber communication.

37 MECHANICAL ENGINEERING

Includes auxiliary systems (non-power); machine elements and processes; and mechanical equipment

N75-22749# Advisory Group for Aerospace Research and Development, Paris (France)

ADVANCED MANUFACTURING METHODS AND THEIR ECONOMIC IMPLICATIONS: SOME PILOT PAPERS ON POWDER METALLURGY AND JOINING

Mar 1975 112 p refs in ENGLISH, parily in FRENCH (AGARD-R-627) Avail NTIS HC \$5.25

A systematic eximination of the field of advanced fabrication techniques is reported, together with an analysis of the impact of these new procedures on costs. Six papers, given before the AGARD Structures and Materials Panel in the spring and fall of 1974, are contained in this document. These six papers explore the latest state-of-the-art and the potentials for future development of various methods of fabrication of serospace hardware. Analyzed in these papers are such areas as metal joining mathods, production techniques for dispersion-strengthened materials and various aspects of powder metallurgy. The six papers contained in this report constitute a pilot effort by the Structures and Materials Panel to determine the direction of future work of the panel in this important field. For individual titles, see N75-22750 through N75-22755.

N75-22760 Air Force Materials Lab., Wright-Patterson AFB, Ohio Metals Branch.

POWDER METALLURGY PRODUCTION PROCESSES
Larry P. Clark. In AGARD Advan. Manuf. Methods and theliceon. Implications Mar. 1975 18 p. (For availability see N76-22749 14-37).

A review of the current status of powder metallurgy (P/M) technology and its application to aircraft engines and recommendations of the Powder Metallurgy Seminar are discussed. The state-of-the-art in powder production, consolidation methods, secondary operations and NDE is discussed for titanium, aluminum and superalloy P/M products. Also, a summary of pertinent United States Air Force manufacturing technology programs in P/M is presented.

Author

N75-22751 Air Force Materials Lab., Wright-Patterson AFB.
Ohio. Matals Branch.
A REVIEW OF SELECTED MANUFACTURING TECHNOL-

OGY PROGRAMS FOR METALS JOINING

Fred R. Miller In AGARD Advan. Manuf Methods and their Econ. Implications Mar. 1975 33 p refs (For availability see N75-22749 14-37)

An overview is presented of the United States Air Force Materials Laboratory, Manufacturing Technology Division's involvement in the development of a variety of advanced metals joining processes Processes discussed in this paper include electron beam welding, plasma are welding, inertia welding, weldbonding and diffusion bonding. Author

N75-22752 Deutsche Forschungs und Versuchsanstalt füer Luft- und Raumfahrt, Porz (West Germany). Inst füer Werkstoff-Forschung.

PROCESSING OF DISPERSION HARDENED MATERIALS
G. Wirth In AGARD Advan. Manuf. Methods and their Econ.
Implications Mar. 1975 16 p. refs (For availability see N75-22749
14-27).

Production methods for dispersion-strengthened metals and alloys, especially materials for high-temperature applications, are reviewed including commercial as well as advanced experimental techniques. Their effect on mechanical properties and economic aspects are discussed. Because of the nearly exclusive application of powder-metallurgical techniques to the production of dispersionstrengthened materials, this production method preferably is discussed Also, special strengthoning mechanisms are pointed out. Compalisons are made to other high-temperature strengthening approaches as directional solidification of autentic alloys Advanced processes like ZAP, applied to mechanically alloyed dispersion strengthened age-hardenable superalloys, cancel the complicated and expensive thermomechanical treatments and seem to shift the dispersion strengthening up to a level of strength and economy comparable to the directional solidification of eutectics

N75-22753 Wiggin (Henry) and Co. Ltd., Hereford (England). PRODUCTION OF SUPERALLOYS FROM POWDERS

F A Thompson and D L Williams In AGARD Advan Manuf Methods and their Econ Implications Mar 1976 15 p refo (For availability see N75-22749-14-37)

Powder metallurgical techniques are reported, when applied to superalloy production overcome many of the problems facing the alloy developers for materials to use in the critical high temperature regions of aircraft gas turbine engines. It is shown not only do they overcome many technical problems, but in the future the powder techniques have the potential to increase material yields and processing efficiency thus leading to reduced costs.

N75-22754 Atomic Energy Rosearch Establishment, Harwell (England) Process Technology Div

TITANIUM POWDER METALLURGY

P. W. Sutcliffe and P. G. Mardon. In AGARD. Advan. Manuf. Methods and their Econ. Implications. Mar. 1975. 17 p. refs. (For availability see. N75-22749, 14-37).

The current technical and economic status of titanium powder metallurgy is surveyed. Relevant details of conventional wrought titanium route such as market size, distribution, scrap and loss generation and material utilization are summarized. Methods by which titanium and titanium alloy powders are presently produced such as sponge, fused salt electrolysis, hydride dehydride, rotating electrode and centrifugal shot casting processes are discussed together with typical powder properties. Possible ways of fabricating such powders from simple press and sinter route through to the variety of hot consolidation processes, now being employed to achieve properties equivalent to wrought material, are considered with examples of mechanical properties so far achieved. Some preliminary economic considerations are discussed including present and possible future powder costs; the fabrication costs available to date and their implications upon the likely level of finished part cost of a given quality are also

N75-22755 Societe Nationale d'Etude et de Construction de Moteurs d'Aviation, Paris (France). Lab de la Direction Technique

WORK ON THE CALCINATION OF HEAT RESISTANT NICKEL BASED ALLOYS [MISE EN GEUVRE DES ALLIAGES FRITTES BASE NICKEL RESISTANT A CHAUD]

Pietre Lescop In AGARD Advan Manuf Methods and their Econ Implications Mai 1975 5 p. In FRENCH (For availability see N75-22749 14-37)

The products obtained by powder metallingy are reported showing that nickel based alloys possess good mechanical properties. The development of new techniques and the high cost of materials are discussed.

Transi by M C F

38 QUALITY ASSURANCE AND RELIABILITY

includes product sampling procedures and techniques, and quality control

N76-16458# Advisory Group for Aerospace Research and Development, Paris (France). NON-DESTRUCTIVE INSPECTION PRACTICES.

VOLUME 1 Enrico Bolis, ed. Oct. 1975, 470 p. refs.

(AGARD-AG-201-Vol-1, AGARDograph-201-Vol-1) Avail NTIS HC \$12.00

Nondestructive testing methods used to quarantee the safety of aircraft structures are reviewed. These methods are used in three areas: quality control, inspection of service aircraft, and as a basic element of design philosophies. Specific methods described include: magnetic particle inspection; liquid penetrant inspection, X-ray diffraction; gammagraphy, ultrasonic tests; and holographic methods. For individual titles, see N76-16459 through N76-16476

N76-16459 Aeritalia, Turin (Italy).

PHILOSOPHY OF NON-DESTRUCTIVE INSPECTION

E Bolis In AGARD Non-Destructive Inspection Fractices. Vol. 1 Oct 1975 p 1-10 refs (For evailability see N76-16458

The concept of nondestructive inspection of sircraft structures is discussed in terms of two philosophies safe life and fail safe. Factors discussed include: structural design; tolerable defects; standards of acceptance; and selection of inspection methods. A survey of nondestructive inspection techniques is

N76-16460 George Washington Univ., Washington, D.C. School of Engineering and Applied Sciences.

BASIC CONCEPTS IN FRACTURE MECHANICS

J Eftis, D. L. Jones, and H. Liebowitz In AGARD Non-Destructive Inspection Practices, Vol. 1 Oct. 1975 p 11-25 refs (For availability see N76-16458 07-38)

The linear elastic fracture mechanics approach to design against fracture of structural components, basically a stress intensity approach which establishes criteria for fracture instability in the presence of a crack, is presented Emphasia is placed on design of serospace structures. Factors discussed include the fail-safe or fracture safe philosophy of damage tolerant structures. critical crack size; and fatigue crack growth under constant amplitude fatigue loading and variable amplitude fatigue loading. Examples are given.

N76-16461 British Aircraft Corp., Weybridge (England) Commercial Aircraft Div.

DESIGN FOR INSPECTION AND PLANNING FOR MAIN-TENANCE OF STRUCTURAL INTEGRITY

H Tyrer In AGARD Non-Destructive Inspection Practices. 1 Oct. 1975 p 27-54 (For availability see N76-16458

The role of the structural and systems designer in planning for inspection and maintenance of aircraft structures is discussed. A structural inspection program which verilies the structural integrity of all aircraft in a fleet by means of visual examination and nondestructive testing is described in detail.

N76-16462 Army Materials and Machanics Research Center, Watertown, Mass.

STANDARDS OF ACCEPTANCE BY NON-DESTRUCTIVE INSPECTION FOR RAW MATERIALS AND COMPONENTS Herbert F. Campbell In AGARD Non-Destructive Inspection Practices. Vol. 1. Oct. 1975 p 55-82 (For availability see N76-16458 07-38)

Nondestructive inspection (NDI) acceptance criteria to assure reliability of airframe materials and components are discussed. An overview is presented of responsibility, analysis requirements, and specification requirements. Materials and defect characterization, which together with service requirements form the basis for accept/reject criteria, is included Based upon the materials and defect characterization, the action areas in the material life cycle for preparation of specifications and standards are discussed General considerations and requirements for preparing specifications and standards are discussed. General considerations and requirements for preparing specifications and standards are presented and the various types of specifications and standards are described. Applicable specifications and standards are listed. The general formulation of the NDI program within the framework of life cycle management system is discussed together with scheduling considerations in relation to raw material, in process, final, and in service inspection. Author : (

N76-16463 Royal Netherlands Aircraft Factories Fokker. Amsterdam

SURVEY OF PROBLEMS

R J Schliekelmann In AGARD Non-Destructive Inspection Practices, Vol 1 Oct 1975 p 83-90 (For availability see N76-16458 07-38)

Problems limiting the effectiveness of nondestructive inspection (NDI) are discussed. Areas considered include. Inspection of raw materials, inspection of components, and inspection of assemblies. A need for established standards in the application of NDI methods as well as in qualification and certification of NDI inspectors is indicated.

N76-16464 Royal Netherlands Aircraft Factories Fokker, Amsterdam.

CRITICAL SURVEY OF METHODS

E. J. vanderSchee and P. F. A. Bijlmer. In AGARD. Non-Destructive Inspection Practices. Vol. 1 Oct. 1975 p 91-128 (For availability see N76-16458 07-38)

Various nondestructive test methods are described. These methods include bosic techniques in the following areas: visual inspection, acoustic and ultrasonic methods, and electrical methods the relations between the observed properties and the properties of interest are given with each method.

N76-16465 Royal Netherlands Air Force, The Hague. QUALIFICATION OF PERSONNEL

R. Hilvardink In AGARD Non-Destructive Inspection Practices. Vol. 1 Oct 1975 p 129-139 (For availability see N76-16458

Requirements of trained and qualified personnel that determine to a considerable extent the successful accomplishment of nondestructive testing are presented. Only general requirements are given, as specific arrangements vary not only for each process, but also for each organization which works with the process, as well as the item to be tested. Author

N76-16466 Laboratori Centrali Fiat, Turin (Italy).

MAGNETIC PARTICLE INSPECTION
G. Magistrali /n AGARD Non-Destructive Inspection Practices. Vol. 1 Oct. 1975 p 143-168 [For availability ace N76-16458

The magnetic or magnetic particle method of inspection which allows detection of surface and subsurface flaws by means of leakage magnetic fields appearing on the surface of test specimens is described. An accumulation of a particles clearly visible to the naked eye is produced, thus revealing defects not previously visible. This method is suitable only with ferromagnetic materials, such as steel, cast iron, nickel, and various ferromagnetic alloys. A summary of magnetization techniques and inspection methods Author

N76-16467 Laboratori Centrali Fiat, Turin (Italy). LIQUID PENETRANT INSPECTION

Giovanni Magistrali In AGARD Non-Destructive Inspection Practices, Vol. 1 Oct. 1975 p 169-180 (For availability see N76-16458 07-38)

Liquid penetrant inspection which is applicable to direct aurface defects or surface defects with surface openings is described. Liquids of low surface tension and with the capability of penetrating by capillary action into gracks or openings are used giving a surface indication visible to the naked aye. Author

N76-16468 Brussels National Airport, Zaventem (Balgium) EDDY CURRENT NOI IN AIRLINE MAINTENANCE M. VanAverbake In AGARD Non-Destructive Inspection Practices, Vol. 1 Oct. 1975 p 181-228 refs (For svallability see N76-16458 07-38)

The theory of eddy current testing with the surface probe is discussed. Fautors affecting the surface probe impedance include. conductivity variations; magnetic permeability variations; frequency variations; lift-off effect; edge effect, thinness effect, and hand capacitance effect. Other topics discussed are, sensitivity limit of addy current testing; quantitative determination of defects; sirframe holes inspection: miscellaneous airframe inspection, angine on-wing inspections; testing for corrosion, testing for conductivity; and testing of radome thickness

N76-16469 Roentgen Technische Dienst N. V. Rotterdam (Netherlands) Research and Development Dept.

A. deSterke In AGARD Non-Destructive Inspection Practices, Vol. 1 Oct. 1975 p.232-259 refs (For availability see N76-16458 07-38)

Application of X-radiography to nondestructive testing of aircraft structures is discussed. The principles of radiography are given and X-ray equipment and exposure techniques described. Topics considered include difference between the examination and inspection, practical aspects of the inspection, cracks and their performance, examination of honeycomb structures, radiographic detection and evaluation of corrosion, and radiation safety.

J.M.S.

N76-16470 Roantgen Technische Dienst N. V., Rotterdam (Netherlands).
RADIATION SAFETY

A. H. A. M. Roepke In AGARD Non-Destructive Inspection Practices, Vol. 1 Oct. 1975 p 260-267 refs (For availability see N76-16458 07-38)

The biological effects of handling the different radiation sources are discussed in terms of protection. The characteristics of radiation sources are given along with the maximum permissible doses for individuals. Other topics discussed include: personal doslimaters, nionitoring; and shielding and protection. J.M.S.

N76-16471 Direzione Laboratori Aeronautica Militaire, Rome (Italy).

X-RAY DIFFRACTION

A. Tronos In AGARD Non-Destructive Inspection Practices. Vol. 1 Oct 1975 p 271-292 refs (For availability see N76-16458 07-38)

The fundamental concepts of X-ray diffraction are discussed in terms of nondestructive testing of airframs materiels to determine the cause of failure. The method is used to determine the amount of austenite in a hardened steel and the residual stress acting on the surface of a specimen. Other topics discussed include: determination of grain size by line-width analysis; immediate evaluation of the metallurgical state of a material; determination of preferred orientations; the use of electronic computers in processing X-ray diffraction data; and X-ray diffraction in relation to other methods of structural investigation.

J.M.S.

N76-16472 Brussels National Airport, Zaventern (Reigium).

M. VanAverbake In AGARD. Non-Destructive Inspection Practices, Vol. 1. Oct. 1975. p.295-329. refs (For availability see N76-16458. 07-38).

Gammagraphy a nondestructive inspection technique derived from X-ray radiography utilizing a compact acure of radioactive material is examined in relation to application in alroraft maintenance. Topics discussed include: gamma-ray properties, sources, and energy; activity of a gamma-ray source; source activity decay, radiation quantity; specific radiation intensity; gamma-ray absorption, and compton scattering. Gammagraphy bhotography is described in detail along with equipment and safety rules. Applications in civil aviation are given.

J.M.S.

N76-16473 Krautkraemer Branson, Inc., Stamford, Conn. IJLTRASONIC AND ACQUSTIC METHODS

K. G. Walther. In AGARD. Non-Destructive Inspection Practices, Vol. 1. Oct. 1975 p.331-385 refs (For availability see N76-16458 07-38).

Nondestructive tost methods utilizing ultrasonics and acoustics are considered. Wall thickness measurements with ultrasonics on new material and measurement of remaining wall thickness in maintenance inspection are described along with ultrasonic inspection methods of forged parts, wrought material, and cast parts. Other topics discussed include: inspection of material connections: testing of brazed and soldered joints; ultrasonic inspection of laminates: ultrasonic inspection with surface waves, ultrasonic inspection of nonmetallics, and continuous surveillance of structural members by means of ultrasonic techniques. J.M.S.

N76-16474 Aerojet Solid Propulsion Co., Sacramento, Calif.
DETECTION AND DETERMINATION OF FLAW SIZE BY
ACQUISTIC EMISSION

C. E. Hartbower In AGARD Non-Destructive Inspection Practices, Vol. 1 Oct. 1975 p 387-447 refs (For availability see N76-18458

38 QUALITY ASSURANCE AND RELIABILITY

The use of acoustic emission as a nonrestructive inspection technique is discussed. Each stage of the failure process is detected in real time starting with deformation, crack propagation, and the onset of instability. Areas of application discussed include low cycle high-stress-intensity fatigue, stress corrosion cracking and hydrogen embrittlement; strain-aging embrittlement; delayed well disacking, and continuous in-service surveillance. Limitations of acoustic emission techniques are summarized.

J.M.S.

N76-16475 RDE and Missile System Lab., Redstone Arsenal,

LIQUID CRYSTAL AND NEUTRON RADIOGRAPHY METHODS

Shelba P. Brown In AGARD Non-Destructive Inspection Practices, Vol. 1 Oct. 1975 p 449-470 ref (For availability see N78-18458 07-38)

Nondestructive last methods using liquid crystals to test composite structures, electronic components, and for detection of cracks in welded areas are described along with the neutron radiographic method for providing quantitative information regarding flaw location, size, shape, and orientation. Areas of application are given.

N75-16476 Air Force Flight Dynamics Lab., Wright-Patterson AFB, Ohio.

HOLOGRAPHIC METHODS

G. E. Maddux. In AGARD. Non-Destructive Inspection Practices, Vol. 1. Oct. 1975. p. 459-470. refs (For availability see N78-18458 07-38).

The principal features and aspects of the application of holography as a nondestructive test technique are considered Methods of application examined include surface recording, pulsed laser nondestructive inspection, ultrasonic holography, correlation methods, and *packle pattern interferometry. Holographic recording mathials are briefly discussed.

N76-16477# Advisory Group for Aerospace Research and Development, Paris (France).
NON-DESTRUCTIVE INSPECTION PRACTICES.

NON-DESTROCTIVE INSPECTION PRACTICES
VOLUME 2'
Entigo Bolis, ed. Oct 1975 194 p. refs

(AGARD-AG-201-Vol-2; AGARDograph-201-Vol-2) Avail NTIS HC \$7.80

Nondestructive testing methods used to quarantee the safety of aircraft structures are reviewed. Nondestructive inspection of welding, bonded structures and composite materials is described along with measurement of residual stress and corrosion. For vol. 1, see N76-16458. For individual titles, see N76-16478 through N76-18482.

N76-16478 Technical Univ. of Denmerk, Lyngby. THE NON-DESTRUCTIVE MEASUREMENT OF RESIDUAL STRESSES

F. Rotvel In AGARD Non-Destructive Inspection Practices Oct. 1975 p 473-508 refs (For availability see N76-16477 07-38)

The effect of mean stress on fatigue strength and stress corrosion is discussed briefly. Processes by which residual stresses are created were studied; these include plastic deformation in regions with stress gradients, temperature gradients, chemical expansion or contraction surface material, and electroplating X-ray stress measurement using the film method of the diffractometer method was investigated, and comparisons were made between the two methods. The ultrasonic stress measuring method and the Knoop hardness stress measuring mothod are considered.

M J.S

N76-16479 Laboratori Centrali Fiat, Turin (Italy) NDI OF WELDING

G. Fenoglio and G. Magistrali In AGARO Non-Destructive Inspection Practices Oct 1975 p 507-528 (For availability see N76-16477 07-38)

Various types of welding techniques are briefly defined. The weldability and welding defects of transium and its alloys, austentito stainless steels, aluminum and its alloys, and nickel and its alloys are discussed. Typical welding defects and their detection by nondestructive testing are considered.

N76-16480 Soglete Nationale Industrielle Aerospatiale, Suresnes (France).

NDI OF BONDED STRUCTURES

M. Trece In AGARD Non-Destructive Inspection Practices Jan 1975 p 529-577 refs (For availability see N76-18477-07-38) Advantages of bonded structures are presented along with data on bonding adhesives, flaws in bonded structures, and inspection processes during product manufacture inspection methods which are discussed in datal include sonic inspection technique, vacuum cup inspection, ultrasonic techniques, sonic resonance, addy sonic methods, holographic interferometry, thermal methods, and radiography.

M.J.S.

N76-16481 Air Force Materials Lab , Wright Patterson AFB, Ohio.

NDI OF COMPOSITE MATERIALS

W. L. Shelton In AGARD Non-Destructive Inspection Practices Oct 1975 p 579-592 refs (For availability see N76-16477 07-38)

The general problem areas of composites, the defects which may occur in composite production and fabrication, and the nondestructive tests which are applicable for detection and measurement of such defects are reviewed. Methods discursed briefly include visual inspection, accusate techniques, sonic methods, radiation methods, electromagnetic methods, and thermal methods. Author

N76-16462 British European Airways, London (England). DETECTION AND MEASUREMENT OF CORROSION BY NDI

A. R. Bond In AGARD Non-Destructive Inspection Practices Oct. 1975 p 593-611 (For svailability see N76-16477 07-38)

Nondestructive test methods for inspecting the corrosion of aircraft structures are reviewed. The method which gave the best results was the phase sensitive eddy current method; the detectors are described in detail along with their selection and testing.

M.J.S.

N76-24602# Advisory Group for Aerospace Research and Development, Paris (France).

AVIONICS DESIGN FOR RELIABILITY

Mar. 1976 163 p. refs. (AGARD-LS-81) Avail. NTIS HC \$6.75

Problems of avionius reliability were discussed. Typical methods for forcing reliability into new design and development and into new procurement requirements were described including a discussion of the reliability between life cycle costs as affected by the reliability achieved. The case for improving initial designs with more background experience, greater patience and thoroughness by the designer is viewed as perhaps the soundest and in the long run the most economical mushs for reliability attemment. Case histories involving both reliability testing and field reliability achievement are described. For individual titles, see N76-24603 through N76-24614.

N76-24603 Bird Engineering-Research Associates, Inc., Vienna.

AVIONICS RELIABILITY CONTROL DURING DEVELOP-MENT

George T. Bird and G. Ronald Herd In AGARD Avionics Design for Reliability Mar. 1976 11 p refs (For availability see N78-24602 15-38)

A comparison was made between actual reliability growth observed during recent years and the inherent reliability potential for avionics equipment. A method of control is presented integrating prediction procedures currently outlined in MIL-STD-756 and MIL-HDBK-217 with development testing. A nomegraph is presented for determining the amount of design support testing which will be required to achieve a desired or specified value of avionics equipment reliability. It is shown how these control procedures are used for specification, design planning, testing, and monitoring high reliability achievement in avionics equipment.

N76-24604 Royal Radar Establishment, Malvern (England). RELIABILITY GROWTH MODELLING FOR AVIONICS J. E. Green In AGARD Avionics Design for Reliability Mur. 1976 12 p. rafs (For availability see N76-24002 15-38)

The factors which influence the reliability of avionics were reviewed, with emphasis on the development phase. A method for providing progressive estimates of reliability achievement during the development phase was presented. Reference is made to the use of computer programs for these purposes, and for estimating costs. The validity of the Duane Model is considered against practical experience gained during development of military avionics. Explanations are given for observed deviations in the short and long term periods, and the need to make adjustments

for different environmental stress conditions is noted. Further verification of a mathematical law for the rate of appearance of types of systematic (pattern) failure is reported. A review of potential evicinic reliability was also given in relation to the increased use of microelectronics and the eventual limiting factors were considered.

Author

N76-24605 Sumerlin (W. T.), Hazelwood, Mo ILLUSORY RELIABILITY GROWTH

W. T. Sumerlin In AGARD Avionics Design for Reliability Mar. 1976 4 p. refs (For availability see N76-24802 15-38)

The present meaning of reliability growth was identified and contrasted to earlier concepts. Present needs to devise effective means for administuring the later phase of svionic development were recognized. It is during this development phase that an abundance of system failures caused by shortcomings of design, workmanship, and parts selection, mark more or less completely the inherent reliability achievable upon development completion. The mathematical uncertainty of prognosticating a valid schedule for elimination of all pattern failures and achievement of required reliability on the basis of early test experience is examined. It is concluded that accepted means must be used for quantitative MTBF measurement in the absence of pattern failures, and that quantitative values for MTBF produced by typical growth monitoring in 1.1 presence of an abundance of pattern failures can be dargarously misleading.

Author

N76-24606 Bird Engineering-Research Associates, Inc., Vienna, Va

EXPERIENCED IN-FLIGHT AVIONICS MALFUNCTIONS

George T. Bird and G. Ronald Herd *In* AGARD. Avionics Design for Reliability. Mer. 1976, 10 p (For availability see N75-24602 15-38)

The status of current avionics reliability in the field has been evaluated by a study of 98 types of avionics equipment used in a variety of aircraft during a six-month period in 1970. The MTBFs were analyzed by aircraft type and by equipment category (i.e., communication, radar, flight controls, computers, etc.) to reveal correlations with functional complexity. About 4,000 in-flight malfunctions from one type of aircraft covering 28 different equipment types were investigated to show failure modes, repair actions, and probable design causes.

Author

N76-24607 Service Technique des Telecommunications de l'Air, Paris (France).

FAILURES AFFECTING RELIABILITY OF AVIONIC SYSTEMS

J. A. Gamler In AGARD Avionics Design for Reliability Mar. 1976 11 p in FRENCH and ENGLISH (For availability see N76-24602 15-38)

Att automatic system of technical information set up within the French Air Force in conjunction with a basic document, the technical action form, was described, and the principle and conditions of application of guaranteed reliability clauses were discussed. The objective of this system is to determine the actual reliability of a system under operational conditions and to detect the failures affecting reliability. This is not only indispensable in improving the reliability of the equipment considered, but also provides information that is essential in developing new generations of equipment. The main results obtained through this system regarding the actual reliability of equipment and the analysis of the failures affecting seliability were also reviewed.

Author

N76-24608 General Dynamics/Fort Worth, Tex. Research and Engineering Dept.

IMPACT OF RELIABILITY IMPROVEMENT WARRANTY (RIW) ON AVIONIC RELIABILITY

C. A. Hardy In AGARD Avionics Design for Reliability Mar. 1976 12 p. refs (For availability see N76-24602 15-38)

Incentives provided by the Air Force to contractors of new systems to design and produce electronic equipment with low failure rates and low repair costs in operational use were described. These incentives, which are included in producement contracts as reliability improvement warranty (RIW) provisions, obligate the contractor to accomplish repair and replacement of failed equipment at a fixed price during operational use of the equipment by the Air Force. The contractor also quarantees the mean-time-between-failure of the equipment during the warranty period. The RIW provisions are projected to have a significant impact on avionic reliability.

Author

N76-24609 Sumerlin (W. T.), Hazelwood, Mo. HIGH RELIABILITY DESIGN TECHNIQUES

W. T. Sumerlin. In AGARD. Avionics Design for Reliability Mar. 1976. 7 p. ref. (For availability see N76-24802. 15-38)

The general situation between the following two extremes in design techniques was considered: (1) commonplace techniques, with the constraints of holding a normal cost cailing and schedule, to provide higher reliability than would otherwise be expected, and (2) special and unusual techniques, with greatly extended costs and schedule, to produce much higher reliability. The objective under study was to attain a preferred balance between reliability and all competing factors such as performance. cost, schedule, etc. This requires a thorough understanding of the need for the desired reliability and the probability of its attainment under various trades and compromises. It was concluded that adherence to the discussed techniques and their intent will generally lead to the attainment of optimum reliability prior to the need for a quantitative reliability verification test. and the question of reliability growth during the development program becomes academic.

N76-24810 Deutsche Forschungs- und Versuchsanstelt füer Luft- und Reumfahrt, Oberpfaffenhofen (West Germany). DesSign OF ELECTRONIC GIRCUITS AND COMPONENT SELECTION FOR HIGH RELIABILITY

Walter Schambeck In AGARD Avionics Design for Reliability Mar. 1976 14 p. refs (For availability see N76-24502 15-36)

Rules were given for the selection of components for high reliability applications. Determining the suitable technology, part derating factors and then the selection or writing of specifications for parts procurement are described. The necessity of precap visual inspection by the user for high reliability applications is emphasized. The use of plastic IC's for HI-REL applications and a new development in this field is discussed. The second part is concerned with the design of reliabile circuits. Precautions to be taken against voltage and current overloading and the selection of the proper supply voltage are described. The use of MRI and LSI and synchronous operation is suggested to increase the reliability. Noise immunity and its influence on reliable operation is discussed. Finally redundancy versus screening and the cost of reliability are considered.

Author

N76-24611 General Dynamics/Fort Worth, Tex. Research and Engineering Dept.

AVIONIC RELIABILITY AND LIFE-CYCLE-COST PARTNER-

C. A. Hardy In AGARD Avionics Design for Reliability Mar. 1976 14 p (For availability see N76-24602 15-38)

The interface between the reliability and life-cycle cost of avoince weapon systems was discussed. The following areas were trented: (1) definition of life-cycle cost. (2) rationale for promoting the life-cycle cost concept. (3) analysis techniques used to evaluate the life-cycle cost. (4) the life-cycle-cost/design to cost requirements that are contained in present contracts. and (5) the interface between reliability and life-cycle cost during proposal, definition, and production phases.

Author

N76-24612 Service Technique des Telecommunications de l'Air. Paris (France).

CASE HISTORY OF SOME HIGH RELIABILITY DESIGNS FOR AVIONIC SYSTEMS

J. A. Garnier and D. Reneric In AGARD Avionics Design for Reliability Mar. 1976 23 p. In FRENCH and ENGLISH (For availability see N76-24802 15-38)

Four methods developed to obtain high reliability with avionics equipment were described and illustrated. These methods deal with the following areas: (1)components, efforts are directed towards the achievement of manufacturing processes leading to high reliability devices, (2) reliability prediction: appropriate calculations are carried out to analyze the stresses to which components are submitted and to improve circuit design, (3) reliability and burn-in tests: their purpose is to reveal early operation defects and systematic failures, as well as to give an estimation of reliability close to the operational value, and (4) reliability clauses, guaranteed reliability or contractual maintenance clauses ensure that the aim in view has been reached. The main results of a study simed at analyzing the efficiency of these methods were then presented, based on a cost-reliability standpoint, for a particular example. Finally, the essential lessons learned from the application of these methods to known equipment were brought out

N76-24613 Deutsche Forschungs- und Versuchsanstelt füer Luft- und Raumfahrt, Oberpfaffenhöfen (West Germany). RELIABILITY TESTING OF ELECTRONIC PARTS

Walter Schamback In AGARD Avionics Design for Reliability Mar. 1976 18 p. refs (Fcr availability see N76-24602 15-38)

A survey of the environmental, physical and electrical tests, which are necessary to establish the reliability of electronic parts, is given. Special emphasis is placed on the testing of semiconductors. All the tests are described together with the failure they can detect in parts. Within these three categories of tests, nondestructive and destructive ones are distinguished. Although most popular tests are mentioned, special emphasis is placed on tests not so widely used yet, such as high stress tests, acoustical particle detection, thermal mapping by means of liquid crystals and the test of input protection directis of MOS Ic's. The need for visual inspection as a means of improving the quality of components is discussed. Product analysis as a means of evaluation of the parts manufacturar's capability is described in detail.

 $\mbox{N76-24614}^{\circ}$. National Aeronauties and Space Administration, Washington, D. C.

AVIONICS DESIGN FOR RELIABILITY BIBLIOGRAPHY
In AGARD Avionics Design for Reliability Mer. 1976 12 p
(For availability see N76-24602 15-38)

A bibliography with abstracts was presented in support of AGARD lecture series No. 81. The following areas were covered: (1) program management, (2) design for high reliability, (3) selection of components and parts, (4) environment consideration, (5) reliable packaging, (6) life cycle cost, and (7) case histories.

Author

39 STRUCTURAL MECHANICS

Includes structural element design and weight analysis; fatigue; and thermal stress For applications see OS Aircraft Design, Testing and Performance and 18 Spacecraft Design, Testing and Parlormance

N74-21549# Advisory Group for Aerospace Research and Development, Paris (France).

SURVEY OF ACTIVITIES IN THE FIELD OF LOW CYCLE

HIGH TEMPERATURE FATIGUE. CRITICAL REPORT
J M Drapter (Centre de Recherch. Met. Llege. Belgium) Feb
1974 149 p refs Presented at the 37th Meeting of the
AGARD Struct. and Mater. Panel, The Hague, 7-12 Oct. 1973 (AGARD-R-618) Avail: NTIS HC \$10.50

information on the activities in low cycle fatigue testing at high temperature (LCHTF) was gathered during the visit of 38 laboratories (industry and universities) from 7 NATO countries. It covers several facets of the LCHTF problem, namely: materials, testing equipments and conditions, types of data plots, latest developments in prediction laws for the fatigue behaviour of materials and design procedures for predicting lives in different engine components.

N74-23413# Advisory Group for Aerospace Research and Development, Paris (France).

FRACTURE MECHANICS OF AIRCRAFT STRUCTURES Harold Liebowitz, ed. (George Washington Univ.) Jan. 1974 624 p refs

(AGARD-AG-176; AGARDograph-176) Avail: HC \$34.25

The proceedings of a conference on the structural analysis of sirframes and aircraft components are presented. The subjects discussed include the following: (1) history of aircraft loading and examples of aircraft failure, (2) application of fracture mechanics principles in the design and analysis of damage tolerant aircraft structures, (3) fail safe design procedures, (4) experimental techniques for determining fracture toughness, and (5) flaw detection methods. For individual titles, see N74-23414 through N74-23445.

N74-23414 Air Force Flight Dynamics Leb., Wright-Patterson

SPECTRUM OF LOADING OF AIRCRAFT

Howard A. Wood In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 3-7 refs (For availability see N74-23413

A summary of airframe service loadings and experience is presented. The areas of concern are: (1) the structural environment, (2) the operational environment, (3) the internal airframe environment, and (4) frequency of occurrence and significance of sirframe loadings. Diagrams are presented for typical load profile for tactical aircraft on a conventional delivery mission and the flight-profile for a transport aircraft wing root.

N74-23416 Royal Aircraft Establishment, Farnborough (Eng-

EXAMPLES OF AIRCRAFT FAILURE

W. T. Kirkby In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 8-13 (For availability see N74-23413 14-32)

Examples of structural failure of sircraft components are presented to show the importance of structural design and reliability engineering. Photographs of typical aircraft components are provided to show the type of failure and the degree of impairment. The examples include the following: (1) pressure cabin skin cracking, (2) landing gear door uplock failure, (3) rotor blade extrusion cracking, (4) wheel casting failure, and (5) typical defects in spar booms.

N74-23416 Army Materials and Mechanics Research Center, Watertown, Mass.

FRACTURE REGIMES

J. i. Bluhm In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 14-17 refs (For availability see N74-23413 14-32)

An analysis of the effects of ambient conditions on the fracture characteristics of materials is presented. A schematic diagram is provided to show range of applicable strength approaches. Stress-strain diagrams are developed of the limit stresses in notched plates and notched cylinders in tension. The considerations for fracture characteristics are examined with respect to: (1) linear fracture mechanics, (2) limit design for temperature extremes, and (3) transition approaches based on various structural analysis tests. The effect of superimposed hydrostatic pressure

on strain to fracture and the effects of temperature and/or strain rate are illustrated. The variation in stress state in the vicinity of a notch in a thick plate is analyzed.

N74-23417 Air Force Flight Dynamics Lab., Wright-Patterson

THE USE OF FRACTURE MECHANICS PRINCIPLES IN THE DESIGN AND ANALYSIS OF DAMAGE TOLERANT AIRCRAFT STRUCTURES

Howard A. Wood In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 18-31 refs (For availability see N74-23413 14-32)

The application of fracture control principles to aircraft design in order to produce safer structures is discussed. The mechanical and physical properties of the construction materials which are capable of modification to produce the desired strength are discussed. The selected of materials for airframes is based on requirements established through actual failure experience and service life data. The nature of the requirements and allowances in their application are defined. Tables of data are provided to show the inspection requirements for cases of: (1) slow crack growth structure, (2) crack arrest structure, and (3) fail-safe

N74-23418 George Washington Univ., Washington, D.C. BASIC CONCEPTS IN FRACTURE MECHANICS

John Eftle, Douglas L. Jones, and Harold Liebowitz In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 32-73 refs (For availability see N74-23413 14-32)

A review of fracture mechanics is presented highlighting the strengths and limitations and establishing dome perspective of its relationship to the general fracture process. The importance of nondestructive inspection as one of several potential safegurads against failure by fracture is stressed. The subjects discussed include: (1) macroscopic classification of fracture. (2) linear elastic fracture mechanics, (3) fracture toughness in semibrittle fracture, (4) applications of fracture mechanics concepts, and (5) fatigue crack growth characteristics.

N74-23419 Army Materials and Mechanics Research Center, RESISTANCE METHOD

J. I. Bluhm In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 74-88 refs (For evallability see N74-23413 14-32)

A method of determining the strength of materials based on the resistance to fracture with increasing crack length is described. The criteria for stable crack growth for a variety of specimens for both load controlled and/or displacement controlled systems are expressed by a mathematical model. The various conditions which can affect the resistance to fracture of a material are analyted. Curves are developed to show: (1) schematic resistance/energy release rate changes in crack length, (2) constant load/constant deflection energy release rate curves for a tension specimen, and (3) constant load/constant deflection energy release curves for a bending specimen.

N74-23420 Army Materials and Mechanics Research Center. Watertown, Mass.

THE KUHN-HARDRATH METHOD

J. I. Bluhm In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 89-94 refs (For availability see N74-23413 14-32)

A procedure for determining the residual strength of a structural member which contains a damaged area is discussed. The damage covers the spectrum from a notch to its degenerate and generally most severe configuration, which is a crack. The method starts with an expression for the elastic stress concentration and recognizes that the maximum effective stress from a fracture point of view is not merely the nominal stress multiplied by a stress concentration factor. Instead, a concept is introduced to attempt to account for the microscopic heterogeneity of the material. The theoretical considerations are supported by mathematical models. Curves are developed to show the energy relations for fast and slow crack growth and the relation between sheet width and residual strength.

N74-23421 Army Materials and Mechanics Research Center, Watertown, Mass.

CRACK PROPAGATION LAWS

J. I. Bluhm In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 95-109 refs (For availability see N74-23413 14-32)

A numerical analysis of the principles of crack propagation is presented. Mathematical models are developed to show the relations between cyclic crack growth rates to various functions of the instantaneous crack length and the alternating stiess. The affects of programmed and random loading on the stability of airframes are analyzed and mathematical dependences are reported. The influences of geometry and/or structural considerations on structural stability are investigated.

N74-23422 Cornell Univ., Ithaca, N.Y. ENVIRONMENTAL EFFECTS IN FRACTURE

H. H. Johnson In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 110-117 refs (For availability see N74-23413 14-32)

The characteristics of environmental cracking of strotals structures are presented. A test method for evaluating the susceptibility of a structure to environmental cracking is described. The application of linear elastic fracture mechanics to predict and interpret environmental cracking phenomens when crack propagation is the controlling feature is discussed. Curves are developed to show (1) a comparison of threshold stress intensities for three specimen configurations (2) constant crack growth rate in a constant stress intensity test, (3) crack growth rate varius field intensity, and (4) correlation of hydraulic activator and surface flawed specimen results.

N74-23423 Army Materials and Mechanics Research Center, Watertown, Mass. SUMMARY OF LIMITATIONS

J.). Bluhm. In AGARD. Fracture Mechanics of Aircraft Structures. Jan. 1974. p. 118-120. refs. (For availability see: N74-23413. 14-32).

The limitations affecting the applicability of mechanics to the fracture process are discussed. Methods for conducting stress state analysis are presented to include the following: (1) crack opening displacement, (2) resistance mathod, and (3) the Kuhn-Hadrath method. A list of factors which influence the crack propagation behavior is developed.

Author

N74-23424 Technische Hogaschool, Delft (Netherlands). FAIL-BAFE DESIGN PROCEDURES: BASIC INFORMATION

David Broek In AGARD Frauture Mechanics of Aircraft Structures Jan. 1974 p 121-166 refs (For availability see N74-23413 14-32)

The application of fall-safe concepts to the design of aircraft atructures is discussed. The subjects considered are: (1) plane strain problems in heavy members with surface flaws, (2) plane stress and transitional modes in sheet structures, (3) fatigue crack propagation characteristics, and (4) the prediction of crack propagation. Graphs are developed to show residual strength characteristics in plane stress. Mathematical models are included to support the theoretical considerations.

Author

N74-23425 Technische Hogeschool, Deift (Netherlands). THE PREDICTION OF CRACK PROPAGATION

David Brook In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 167-180 (For availability see N74-23413 14-32)

The factors which affect the application of fall-safe techniques in aircraft design are discussed. The load-time histories and flight-load profiles are analyzed on the basis of the following:

(1) gust, maneuvers, and taxiing loads were assumed to occur as one cycle, (2) the sequence of loads was assumed random without correlation, and (3) flight profiles may differ from flight to flight, especially with respect to the large cycles and the number of cycles. Methods for estimating fatigue crack propagation are analyzed. The crack propagation life for various materials is tabulated.

Author

N74-23426 Technische Hogeschool, Delft (Netherlands). BUILT-UP SHEET STRUCTURES

David Broek /n AGARD Fracture Mechanics of Aircraft Structures
Jan. 1974 p 181-193 refs (For availability see N74-23413
14-32)

The machanical properties of built up sheet structures under conditions of creak propagation and stress intensity are discussed. The procedure to calculate the stress intensity factor of a reinforced panel is illustrated. Graphs are developed to show the fatigue crack growth rate in stiffened panels. The factors which affect the accuracy of crack growth prediction are analyzed. The effects of stop holes on the structural integrity of sheet structures are reported.

N74-23427 National Aerospace Lab., Amsterdam (Nether-

BUILT-UP SHEET STRUCTURES, WINGS

H. Vileger and David Broek (Technische Hogeschool, Delft, Natherlands) /r AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 195-225 refs (For availability see N74-23413 14-32)

The residual strength of sheet structures under conditions of plane stress is discussed. The basic fracture behavior of a stiffened panel is explained. The principles for calculating the residual strength of aircraft structures are analyzed. Curves are developed to show the residual strength of stiffened and unstiffened panels for various configurations. Mathematical models of the factors involved in residual strength calculations are provided.

N74-23428 Douglas Aircraft Co., Inc., Long Brach, Calif THE APPLICATION OF FRACTURE MECHANICS IN THE DEVELOPMENT OF THE DC-10 FUSELAGE

T. Swift In AGARD Fracture Mechanics of Aircraft Structures
Jan. 1974 p 226-287 refs (For availability see N74-23413
14-32)

The degree of damage tolerance used in the design of the DC-10 fuselage pressure shell is discussed with reasons for its selection. Analysis methods are presented for the prediction of the residual strength of damaged, stiffened panels, based on the Matrix Force solution of an idealized structure combined with fracture mechanics equations. The effects of attachment flexibility, which play an important part in the residual strongth of damaged structure, are accounted for. Crack growth retardation due to the plastic zone formed on high load cycles and its effect on propagation under spectrum loading is discussed. It is shown that the stress intensity at the threshold of slow stable growth is not only a material property but depends almost entirely on past load history. A description of the development test program to verify the analytical techniques and to substantiate the fail-safe strength of the fuselage shell is given together with the results of many of the tests. Author

N74-23429 Royal Alteraft Establishment, Farnborough (England).

HEAVY SECTIONS

W. T. Kirkby In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 288-293 refs (For availability see N74-23413 14-32)

Methods for predicting the residual strength of relatively thick structures under plane strain conditions are presented. The problems are discussed in relation to heavy members with surface flaws, corner cracks at holes, and other natural cracks. Practical exemples of the application of the procedure are provided. Mathematical models are included to show the relation of the various parameters involved in the structural analysis. Author

N74-23430 Aeronautical Systems Div., Wright-Patterson AFB, Ohio.

AEROSPACE PRESSURE VESSELS

C. F. Tiffany in AGARD Fracture Mechanics of Aircraft Structures

Jan. 1974 p 294-313 refs (For availability see N74-23413

14-32)

During the development of the many pressure vessels used in the Apollo Program several serious failures were encountered. In some cases through-the-thickness cracks formed and the vessels leaked. In other cases, small surface or embedded flaws grew to critical size prior to growing through the chickness of the vessel wall and catastrophic failure. Several of the different types of pressure vessel failures which have been encountered are reviewed. A discussion of the important considerations and the general technical approach being used to prevent failures in the future are presented. This encompasses many considerations ranging from Initial material selection through the final acceptance of individual batches of propellant based on the results of fracture specimen tests. Examples of static fracture toughness and subcritical flaw growth data, which have been obtained on various research programs are included. Cyclic lives, times to failure and flaw growth rates are discussed in the context of linear elastic crack tip stress intensity factors. It is shown how the proof test is used to provide assurance of subsequent service life for both thick and thin walled vessels, and test procedures are recommended which should minimize potential damaging effects of the test which can occur as a result of flaw growth.

N74-23431 National Engineering Lab., East kulbride (Scotland)

AN EXAMPLE OF A METHOD FOR PREDICTING FAILURE G. H. Haslam In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 314-324 refs (For availability see N74-23413 14-32)

A method is presented for estimating the life to failure of a cylindrical pressure vessel subjected to repeated internal pressure. Design curves are obtained by which the fatigue life of such a cylinder may be estimated from a knowledge of the transverse uniaxial fatigue limit and fracture roughness properties of the cylinder material, as well as the diameter ratio of the cylinder and the repeated pressure. Examples are given of the application of the method and close correlation is demonstrated between estimated and actual behaviour

N74-23432 Societe Nationale Industrielle Aerospatiale, Paris

BERVICE FAILURES AND LABORATORY TESTS

W. Barrois In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 325-345 refs (For availability see N74-23413 14-32)

The significant differences between structural analyses conducted in the laboratory and those conducted under service conditions are compared. Low temperature brittleness and hydrogen embrittlement of steels are used as examples. intergranular or stress corresion of aluminum alloys are reviewed in relation to various causes of service or manufacturing damages. The main objectives of structural tests are defined. Curves are developed to show the fracture toughness of steel sheets as a function of treatment and test temperature. Photographic samples of specific types of structural failure are included.

N74-23433 . Societe Nationale Industrielle Aerospatiale, Paris

A SHORT SURVEY ON POSSIBILITIES OF FATIGUE LIFE ASSESSMENT OF AIRCRAFT STRUCTURES BASED ON RANDOM OR PROGRAMMED FATIGUE TESTS

W. Barrols In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 346-366 refs. Repr. from AGARD Conf. Proc. No. 118 (For availability see N74-23413 14-32)

The various physical parameters which are significant in the fatigue behavior of specimens and structures are reviewed. Several types of fatigue tests are analyzed to show their applicability. A short survey is made of present prediction methods of structure fatigue life from fatigue tests of components, assemblies, and structures undergoing constant amplitude loadings. The case of random loadings is also discussed. The possibility of test acceleration by increasing general loading itensity

N74-23434 Technische Hogeschool, Delft (Netherlands). OUTLOOK, FUTURE DEVELOPMENTS

David Brook In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 367-369 (For availability see N74-23413 14-32)

The factors which influence the design of fall-safe systems are discussed. It is stated that many of the shortcomings in fail-safe design are caused by insufficient knowledge of fracture and fatigue mechanisms. For successful fail-safe operation, the results of tests should be documented with respect to critical locations, crack propagation rates, and residual strongth. The procedures for conducting tests which will provide the data required for fail-safe design are defined.

N74-23436 Industriesnlagen-Betriebsgesellschaft m.b.H., Ottobrunn (West Germany).

EXPERIMENTAL TECHNIQUES FOR DETERMINING FRACTURE TOUGHNESS VALUES

Walter Schuetz and Wolfram Oberparleiter In AGARD Fracture Meghanics of Aircraft Structures Jan. 1974 p 371-394 refs (For availability see N74-23413 14-32)

The Standard Method of Test for Plane Strain Fracture Toughness of Metallic Materials and the Standard Method of Sharp Notch Tension Testing of High Strength Sheet Materials, are described and some details which are important for carrying out the test are discussed. A series of nonstandard test methods are explained which mainly use different specimen shapes. Advantages and disadvantages of these test methods are discussed and comparisons of the test results with results obtained from the ASTM standard specimen are made. Also test equipment for testing fracture toughness of waldments, under environmental conditions (low temperature, sait water corrosion) and high strain rates are described.

N74-23436 Industrieanlagen-Betriebsgeseilschaft m.b.H.,

Ottobrunn (West Germany).
RELIABILITY OF THE DETECTION OF FLAWS AND OF THE

DETERMINATION OF FLAW SIZE
Ekkert Knorr In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 395-412 refs (For availability see N74-23413 14-32)

Laboratory investigations concerning reliability of crack detection and determination of crack size which represent the state of the art are described. All three are typical applications of nondestructive inspection to structural parts of aircraft: (1) inspection of flat surfaces with fatigue cracks, using uitrasonic. X-ray, dye penetrant, magnetic particle and eddy current methods, (2) crack detection below rivet heads with an ultrasonic shear wave technique, and (3) crack detection in bore holes of a forged part using a manual eddy current method. The second and the third one analyzed for statistical evaluation of probability of success. An evaluation of the conventional NDI-methods regarding reliability is performed.

N74-23437 Aeritalia, Turin (Italy).
NONDESTRUCTIVE TESTING (NDT) AND FRACTURE MECHANICS

Enrico Bolls In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 413-417 refs (For availability see N74-23413

The basic concepts of nondestructive testing (NDT) are reviewed in relationship with fracture mechanics concepts. The necessity of correlating basic differences between ordinary destructive mechanical tests and NDT is considered. The use of NDT for assessment of integrity of sircraft components and structures, after fabrication and during service life is discussed. Inherent limitations of NDT and necessity of interdepartmental team work are reviewed. General information on routine and advanced methods is included.

Author

N74-23438 Aerojet Solid Propulsion Co., Sacramento, Calif. DETECTION AND DETERMINATION OF FLAW SIZE BY ACQUISTIC EMISSION

C, E. Hartbower In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 419-473 refs (For availability see N74-23413 14-32)

Available acoustic emission instrumentation systems are so sensitive that it is possible to detect each stage of the failure process starting with deformation (dislocation pileups), crack propagation and, finally, the onset of instability all in real time. In the second and third stage of the failure process, it is possible by triangulation to locate the source of the signal. In some applications, the practical limitation for use of acoustic emission as a nondestructive inspection method has been and will continue to be extraneous noise. However, most noise problems are solved by the effective use of band-pass filters or special isolation techniques involving computer solutions. The use of acoustic emission as a nondestructive inspection technique has been under development for over a decade. The technique is based upon the elastic energy which is spontaneously released when a material undergoes plastic deformation and/or cracking. Thus, acoustic emission constitutes a unique nondestructive inspection method in that the material defect when propagating, transmits its own signal, with the sensor acting as the receiver. The material undergoing crack growth both generates and transmits the signal (acoustic emission) which then can be detected by suitable Instrumentation and the source located using seismic tech-Author niques.

N74-23439 Motoren- und Turbinen-Union Muenchen G.m.b.H.

SURFACE DYE PENETRANTS

Wolfgang Hansen In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 474-484 refs (For availability see N74-23413 14-32)

The detection of surface cracks in metal sheets using a penetrant due technique is discussed. The preparation of the specimen for inspection is described. The subjects covered include the following. (1) applicability and limitations of the process, (2) intensifying the sensitivity of the dye, (3) the difference between red and fluorescent penetrants and (4) qualification of inspection

N74-23440 Mororen- und Turbinen-Union Muenchen G.m.b.H (West Germany). MAGNETIC PARTICLE TESTING

Eberhard Dickhaut In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 485-493 refs (For availability see N74-23413 14-32)

Nondestructive tests of ferritic materials using magnetic particle techniques are described. The magnetizing methods are discussed. Illustrations of the various methods are provided. The procedure for preparing the specimen for testing is reported Comments concerning the application and usefulness of the process are included.

N74-23441 Domler-System G.m.b.H., Friedrichshafen (West Germany)

FLAW DETECTION BY MEANS OF HOLOGRAPHIC INTERFEROMETRY

Klaus Gruenewald In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 494-502 refs (For availability see N74-23413 14-32)

Nondestructive tests to detect flaws using holographic interferometry techniques are discussed. Descriptions of the optical measuring principles of holography are provided. The theoretical and experimental aspects of holographic interferometry are examined. References are made with respect to quantitative interpretation of interferograms. The possibilities of flaw detection are illustrated by some experimental examples.

N74-23442 Royal Aircraft Establishment, Farnborough (England).

AN ANALYSIS OF A TEST FATIGUE FAILURE BY FRACTO-

GRAPHY AND FRACTURE MECHANICS
C. J. Peel In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 503-508 refs (For availability see N74-23413 14-32)

The fracture surfaces of two fatigue cracks, that had caused the failure of an engine impeller during a fatigue substantiation test, were examined by electron microscopy to find the number of fatigue crack growth cycles. This was done by measuring the specings of fatigue striations on the fracture surface as a function of crack depth and by subsequent integration of the striction apacing versus crack depth expression. The measured striction spacings were compared with laboratory grack growth data to determine the fatigue stress intensity range as a function of crack depth and hence the fatigue stress range. The number of crack initiation cycles was then found by comparing the fatigue stress range and number of crack growth cycles with further laboratory data and the total fatigue life was calculated to have been approximately 50,000 cycles. This identified the fatigue loading that had caused the failure as having been the 29179 cycles of engine acceleration and deceleration that had been applied during the test.

N74-23443 Army Materials and Mechanics Research Center. Watertown, Mass.

TYPICAL PLANE STRAIN FRACTURE TOUGHNESS OF AIRCRAFT MATERIALS

W. T Matthews In AGARD Fracture Mechanics of Aircraft Structure Jan. 1974 p 509-579 refs (For availability sea N74-23413 14-32)

The fracture toughness values of aircraft metals are expressed In terms of linear elastic fracture mechanics. The general tabulation includes only values measured under plane strain conditions. These plane strain K sub IC values have been obtained by the ASTM E399-72 Standard Method of Test for Plane Strain Fracture Toughness Testing of Metallic Material or a similar method. This data compilation includes materials manufactured in the U.S.A. and Europe. Factors involved in the selection and interpretation of the K sub IC values will be discussed in the latter sections of this introduction

N74-23444 Royal Aircraft Establishment, Famborough (Eng-(and)

FRACTURE TOUGHNESS TEST RESULTS
W. T. Kirkby In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 580-591 refs (For availability see N74-23413

Fracture toughness test results for various metal alloys and compounds are tabulated. Data for titanium siloys, steels, and aluminum alloys have been collated. The composition of the alloys, their form, and the fracture plane orientation of the fracture toughness test pieces are given. Tensile test results for the various heat treatments are included. The results have been obtained from room temperature tests.

N74-23445 Royal Aircraft Establishment, Farnborough (Eng-

STRESS INTENSITY FACTOR SOLUTIONS

D. P. Rooke and D. J. Cartwright (Southampton Univ.) In AGARD Fracture Mechanics of Aircraft Structures Jan. 1974 p 592-600 refs (For availability see N74-23413 14-32)

The titles and references of approximately 140 configurations for which stress intensity factors have been determined, are presented. Section 1 gives the titles of the various configuretions together with reference numbers, which are detailed in section 2. The solutions are given in graphical form together with relevant formulas.

N75-10487# Advisory Group for Aerospace Research and Development, Paris (France).

LOW CYCLE HIGH TEMPERATURE FATIGUE

Aug. 1974 149 p refs in FRENCH and ENGLISH Presented at the 38th meeting of the Struct, and Mater. Panel, Washington, D. C., 21-26 Apr. 1974

(AGARD-CP-155) Avail: NTIS HC \$5.75

The operating conditions of aircraft are discussed in terms of propulsive efficiency, especially insofar as fatigue and creep phenomena affect the performance of engines operating at high and variable temperatures, and under cyclic stresses. Low cycle high temperature fatigue studies were conducted to obtain data related to these questions. For individual titles, see N75-10486 through N75-10494.

N75-10488 Societe Nationale d'Etude et de Construction de Moteurs d'Aviation, Corbeil (France).
PROBLEMS OF LOW CYCLE HIGH TEMPERATURE
FATIGUE IN AIRCRAFT JET ENGINES

R. Brunetaud and J. Thiery In AGARD Low Cycle High Temp. Fatigue Aug. 1974 11 p. In FRENCH: ENGLISH summary (For availability see N75-10487-01-39)

Low cycle fatigue resistance problems related to sircraft engine operating cycles were examined in terms of the possibility of using calculation methods in elastic and plastic ranges for testing the condition of engine parts. Metallurgical aspects of the problem are also briefly considered.

N75-10489* National Aeronautics and Space Administration.

Lewis Research Center, Cleveland, Ohio.
AN OVERVIEW OF HIGH TEMPERATURE METAL FATIGUE: ASPECTS COVERED BY THE 1973 INTERNATIONAL CONFERENCE ON CREEP AND FATIGUE

S. S. Manson (Case Western Reserve Univ.) and G. R. Halford In AGARD Low Cycle High Temp. Fatigue Aug. 1974 47 p refs (For availability see N75-10487 01-39)

A summary of papers is presented which covers the following broad aspects of high temperature metal fatigue: (1) materials development and characterization; (2) environmental factors. including air, vacuum, helium, lodine, sodium, and radiation environments; (3) general fatigue life relationships; (4) crack growth laws; (5) design gode activities; and (6) design and service experience. Illustrative tables accompany the summary.

N75-10490 Newcastle-upon-Tyne Univ. (England). Dept. of Mechanical Engineering.

PRECISION IN LCHTF TESTING

E. M. Smith In AGARD Low Cycle High Temp. Fatigue Aug-1974 19 p refs (For availability see N75-10487 01-39)

Fast and accurate temperature control in low cycle high temperature fatigue (LCHTF) testing depends on an accurate sensitivity to changes in stress and temperature levels, exidation, direction, and rates of loading. Extremities of the possible test spactrum are described in terms of constitutive testing and component testing. An evaluation of thermal and stress fields within the specimen geometry, selection of appropriate heating and cooling methods, and assessment of precision of measurement under thermal and mechanical transients were all involved in the constitutive behavior testing. Coupon testing, utilizing precisely controlled thermal shocks, was used to measure component response to LCHTF conditions.

N76-10491 National Gas Turbine Establishment, Pyestock (England). Materials Science Dapt.
THE EFFECT OF CYCLE PANAMETERS ON HIGH TEMPERA-

TURE LOW CYCLE CATIGUE
G. F. Harrison and M. G. Cockcroft In AGARD Low Cycle High Temp. Fatigue Aug. 1974 15 p. rafs. (For availability see N76-10487 01-39)

The types of information required by engine designers in the area of high temperature low cycle fatigue engine parameters are summarized, particularly concerning temperature effects, frequency and hold-time effects, and the effects of strain cycling and stress cycling. The choice of testing method is dependent on the type of analysis employed when making use of the data and the various possible approaches are compared. It is suggested that in high temperature situations there is often advantage in regarding fatigue as a creep-dominated process. Some gaps in the present state of knowledge are indicated Author

N75-10492 Rensselaer Polytechnic Inst., Troy, N.Y. Mechanics

MULTIAXIAL FATIGUE. PRESENT AND FUTURE METHODS OF CORRELATION

Erhard Krempl In AGARD Low Cycle High Temp. Fatigue Aug. 1974 13 p. refs (For availability see N75-10487 01-39).

Multiaxial fatigue fracture criteria are viewed as surfaces in stress (strain) space which can exhibit isotropy or anisotropy. A quadratic form of the proposed equation includes the von Mises. the Sines and the Gough criteria. It is shown how this criterion can be fitted to low-cycle fatigue data, and specific methods are suggested for the experimental determination of these constants. The criterion exhibits a linear mean stress (strain) effect and the tention-torsion ratio must be less than two. Tests necessary for the determination of the orthotropic constants are outlined. A possible extension to variable amplitude loading is suggested

N75-10493 Connecticut Univ., Storrs. Dept. of Metallurgy. LIFETIME PREDICTION METHODS FOR ELEVATED TEM-PERATURE FATIGUE

A. J. McEvily and S. R. Crosby 'n AGARD Low Cycle High Temp. Fatigue Aug. 1974 18 p. refs (For availability see N75-10487 01-39)

Methods for lifetime prediction at elevated temperatures can be categorized as either: (1) parametric; (2) damage summation: (3) strainrange partitioning; or (4) frequency modification. The capabilities and limitations of these various approaches are discussed, and the problem of extrapolation beyond laboratory experience is considered.

N75-10494 Pratt and Whitney Aircraft, Middletown, Conn. Materials Engineering and Research Lab DESIGN PROCEDURES FOR ELEVATED TEMPERATURE LOW-CYCLE FATIGUE

C. H. Wells In AGARD Low Cycle High Temp. Fatigue 1974 17 p refs (For availability see N75-10487 01-39)

The state of the art review of component design against low-cycle fatigue failure at elevated temperature, covers the areas of failure criteria, nondestructive inspection, constitutive behavior, pradiction of crack initiation and propagation lifetime, applicability of linear elastic fracture mechanics, and structural verification. Special problems posed by gas turbine applications are discussed, along with major gaps in understanding and techniques. Chief annung these are the nondestructive characterization of surfaces and internal flaws, definition of the limitations of fracture mechanics in the regime of intergranular cracking, the prediction of mean stress and cyclic creep, and the experimental verification of analytical procudures at high temperature.

N75-12357# Advisory Group for Aerospace Research and Development, Paris (France).

STRUCTURAL OPTIMIZATION

Sep. 1974 94 p. refs. Lecture series presented at Hampton, Va., 10-11 Oct. 1974, Duesseldorf, 14-15 Oct. 1974, and London, 17-18 Oct 1974

(AGARD-LS-70) Avail: NTIS HC \$4.75

A series of reports are presented to inform structural design engineers on the latest developments in partical design optimization methods. Emphasis is placed on the applications and use of these methods in practical design organizations. The subjects considered include the following: (1) use of optimality criteria methods for large scale systems. (2) approximation concepts for structural synthesis, (3) geometric programming methods for structural optimization, and (4) sizing of complex structure by the integration of several different optimal design algorithms. For individual titles, see N75-12358 through N75-12362.

N75-12358 Air Force Flight Dynamics Lab., Wright-Patterson

USE OF OPTIMALITY CRITERIA METHODS FOR LARGE SCALE SYSTEMS

L. Berke and N. S. Khot In AGARD Structural Optimization Sep. 1974 29 p. refs (For evailability see N75-12357 03-39)

The development of finite element techniques enabled the structural engineer to analyze to analyze the extremely complex structural systems typical of modern serospace vehicles. The trend now is towards automated design methods. In the case of large structural systems, optimality criteria methods, now in an advanced stage of development, appear to be the most practical for the problem of automated sizing. A brief historical review of optimality criteria methods is given. The general optimality criteria of equal cost of improvement for every active design variable is derived. The problem of multiple active constraints is discussed and solution alternatives are pointed out. As special cases, optimality criteria for generalized deflection constraints, general instability and dynamic response are derived and examples

SOME APPROXIMATION CONCEPTS FOR STRUCTURAL SYNTHESIS N75-12359* Catifornia Univ., Los Angeles.

L. A. Schmit, Jr. and B. Farshi In AGARD Structural Optimization Sep. 1974 8 p. refs. Repr. from AIAA J., v. 12, no. 5, May 1974 p 692-699 Presented at the AIAA/ASME/SAE 14th Struct, Structural Dyn., and Mater. Conf., Williamsburg, Va., 20-22 Mar. 1973 (For availability see N75-12357 03-39) (Grant NGR-05-007-337)

(NASA-CR-140937; Paper-73-341) CSCL 13M

An efficient automated minimum weight design procedure is presented which is applicable to sizing structural systems that can be idealized by truss, shear panel, and constant strain triangles. Static stress and displacement constraints under alternative loading conditions are considered. The optimization algorithm is an adaptation of the method of inscribed hyperspheres and high efficiency is achieved by using several approximation concepts including temporary deletion of noncritical constraints, design variable linking, and Taylor series expansions for response variables in terms of design variables. Optimum designs for several planar and space truss examples problems are presented. The results reported support the contention that the innovative use of approximation concepts in structural synthesis can produce significant improvements in efficiency.

N75-12360 Liverpool Univ. (England). THE USE OF GEOMETRIC PROGRAMMING METHODS FOR STRUCTURAL OPTIMIZATION

Andrew B. Templemen In AGARD Structural Optimization Sep. 1974 17 p refs (For availability see N75-12357 03-39)

Structural design problems may be classified into two types. (1) the detailed design of components and (2) the design of assemblages of idealised components. The paper demonstrates that geometric programming is suitable for a wide range of optimum design problems in both these classes. The mathematics of the geometric programming method is explained with the aid of a simple example and a computer program for large problems is described. It is shown that component design characteristically gives rise to the type of functions best suited to geometric programming. Examples are presented of the use of peometric programming for the optimum design of several kinds of structural components. The design of an integrally stiffened compression panel is examined in more detail. The paper demonstrates that geometric programming can also be used for the optimum design of complete idealised assemblages of components. Examples are given of the minimum weight design of trusses.

N75-12361* National Aeronautics and Space Administration.

Langley Research Center, Langley Station, Va. SIZING OF COMPLEX STRUCTURE BY THE INTEGRATION OF SEVERAL DIFFERENT OPTIMAL DESIGN ALGON-

Jaroslaw Sobieszczanski In AGARD Structural Optimization Sep. 1974 19 p refs (For availability see N75-12357 03-39)

Practical design of large-scale structures can be accomplished with the aid of the digital computer by bringing together in one computer program algorithms of nonlinear mathematical programing and optimality criteria with weight-strength and other so-called engineering methods. Applications of this approach to eviation structures are discussed with a detailed description of how the total problem of structural sizing can be broken down into subproblems for best utilization of each algorithm and for efficient organization of the program into iterative loops. Typical results are examined for a number of examples.

N75-12362 Bell Aerosystems Co., Buffalo, N.Y. Structural Systems Dept.

A DISCRETIZED PROGRAM FOR THE OPTIMAL DESIGN OF COMPLEX STRUCTURES

James R Batt and Ronald A. Gellatly In AGARD Structural Optimization Sep. 1974 15 p refs (For availability see N75-123h/ 03-39)

More economical and more flexible procedures for structural optimization of large scale systems have been sought. A new approach to determine the minimum weight of such systems has been developed, is discrete in nature, and is labeled the since-search technique. An essential element of the technique is the use of data banks which contain minimum weight and assecrated using classical methods of aptimization. An additional facet of the technique is the use of simplified engineering analysis methods during the redesign phase of the optimization cycle. Herein lies the efficiency of the sieve-search technique. The method was successfully applied to the design of an extensive class of surface effect vehicles and is shown through application to the design of thermal protective systems and associated wing substructure.

N75-18623# Advisory Group for Aerospace Research and Development, Paris (France).

ACOUSTIC FATIGUE DESIGN DATA, PART 4

A. G. R. Thomson (ESDU) and R. F. Lambert (ESDU) Jan
1975 48 p. refs

(AGARD-AG-162-Pt-4; AGARDograph-162-Pt-4) Avail: NTIS

Acoustic fatigue test procedures, methods of calculation, and results for various structural elements are presented. The methods of calculation given are: (1) a method to determine the natural frequencies of initially unstressed box structures that are rectangular in section; (2) a method of estimating the R.M.S stress in internal plates of a box structure subjected to random acoustic loading; and (3) a method of estimating the sound pressure levels within the intake duct of a supersonic fan or compressor due to buzz saw noise.

N76-11454# Advisory Group for Aerospace Research and Development, Paris (France).
STRUCTURAL RESPONSE TO IMPACT DAMAGE
Juergen Massmann Sep. 1975 2.1 p
(AGARD-R-633) Avail: NTIS HC \$3.60

The complex problem of designing an aircraft structure in a manner to minimize its vulnerability to the impact damage of projectiles has always been a major concern of aircraft builders. A description of the vulnerability assessment of aircraft structures to projectile threats, including high explosive munitions is presented. The major elements of a structural vulnerability assessment are discussed, including development of a damage model, and strength model. Considerable experimental verification is included.

Author

N76-16492# Advisory Group for Aerospace Research and Development, Paris (France).

MECHANICAL PROPERTY TESTING OF HIGH TEMPERA-TURE MATERIALS

R W Davidge and J Massmann Dec 1975 34 p. refs (AGARD-R-634) Avail NTIS HC \$4.00

The Structures and Materials Panel recently initiated a new activity dealing with the field of high temperature materials. Soveral exploratory papers were heard covering various aspects of this field, to aid in determining the desired direction of the new activity. Two of these papers were considered particularly noteworthy. The first deals with the mechanical proportios and design data of ceramic components for engineering applications Materials science considerations are emphasized with brief reference being made to the engineering aspects. Areas requiring further development are also covered. The second paper. dealing with stress and strein calculations, shows the application of the finite element method to a structural analysis and lifetime prediction problem, and includes the calculation of stress and strain distribution at critical locations. Stress concentration factors in specimens of linear and nonlinear material, different types of yield criteria, use of Neuber and the Hardrath and Ohman Theories are examined and results are compared with the finite element method. Plasticity and creep influences are considered individual titles, see N76-16493 through N76-16494.

N76-16493 Atomic Energy Research Establishment, Harwell (England) Materials Development Div THE MECHANICAL PROPERTIES AND DESIGN DATA FOR ENGINEERING CERAMICS

R W Davidge In AGARD Mach. Property Testing of High Tamp Mater Dec 1975 p 1-9 refs (For availability see N76 16492 07-39)

Developments in understanding the mechanical proporties of ceramics from a materials science viewpoint, and in the generation of design data for ceramics of direct applicability to originize in applications are discussed. General recommendations for further research are made.

Author

N76-16494 Industrieanlagen-Betriebsgesellschaft m.b.H. Ottobrien (West Germany)

CALCULATION OF STRESS AND STRAIN DISTRIBUTION AT CRITICAL LOCATIONS, TAKING INTO ACCOUNT PLASTICITY AND CREEP

Diergon Mussmann. In AGARD. Mech. Property Testing of High Temp Mater. Dec. 1975 p. 10-29 (For availability see N76-16492 07-39).

The finite element method was applied to a particular attrictural analysis problem, the calculation of the stress and strain distribution at critical locations, which occurs in life time prediction. Some of the types of elements currently available, the selection of economical elements, and the required accuracy of the calculated results are discussed. The calculated stress concentration factor of a specimen containing a hole is presented for linear and nonlinear materials and different types of yield criteria are briefly discussed. The use of the Neuber and the Hardrath and Ohmen Theories to determine the stress and strain concentration factor for nonlinear material behavior is examined, and a companion of the results of these different theories and the Finite Element Method is given. The influence of plasticity and creep is also considered and the stress and strain concentration factor is shown as a function of creep time.

N76-19471# Advisory Group for Aerospace Research and Development, Paris (France).

SPECIALISTS MEETING ON IMPACT DAMAGE TOLER-ANCE OF STRUCTURES

Jan 1978 202 p refs In ENGLISH and FRENCH Paper presented at 41st Meeting of the Struct and Mater. Panel, Ankers, 28 Sep 3 Oct 1975 (AGARD CP 188. ISBN-92-835-0154-3) Avail NTIS

(AGARD CP 188) ISBN 92-835-0154-3) Avail NIIS HC \$7.75

Among the subjects covered in this exploratory conference were blast effects, the type of damage produced by different projectiles, the failure characteristics of the structure under load and its residual strength and life after damage; the relationship between spread of damage, materials used, and detail design features, the degree of projectile penetration and the related hydraulic ram effect in fuel tanks, and distribution of size, velocity and direction of engine debris fragments and their effect on structure. The relationship to improved aircraft damage tolerance of such factors as the use of armor and deflectors, the employment of modified engine design (to cause blade failure to be more likely than disc failure and to contain a large portion of the resultant debns), the effectiveness of analysis of damaged structures, and the utilization of methods of improvement of overall aircraft layout are also considered. For individual titles, see N76-19472 through N76-1948?

N76-19472 Boeing Aerospace Co., Seattle, Wash Research and Engineering Div STRUCTURAL INTEGRITY REQUIREMENTS FOR PROJECTILE IMPACT DAMAGE; AN OVERVIEW

J. G. Avery, T. R. Porter, and R. W. Lauzze (AFFDL). In AGARD Specialists Meeting on Impact Damage Tolerance of Struc. Jan 1976. 30 p. refs (For availability see N76-19471.10-39).

Aircraft can be exposed to projectile impacts from several sources, including military weapons, hailstones, pebbles, and debris from engine failures. In spite of the importance of the projectile damage threat to many types of aircraft, this category of damage is addressed in only a limited degree by existing design guidelines and specifications. There is a growing body of research results becoming available, and attention is being directed toward making this information usable to designers. The only means of doing this is to integrate projectile damage tolerance considerations within the existing structural design process. A design methodology for projectile damage tolerance and some of the research results available for implementing the methodology are sum marized.

N76-19473 Industrieanlagen-Betriebsgesellschaft mbH. Ottobrunn (West Germany) STRUCTURAL ANALYSIS OF IMPACT DAMAGE ON WINGS Juergen Massmann In AGARD Specialists Meeting on Impact Damage Tolerance of Struc. Jan. 1978–27 p. refs (For availability see N76-19471-10-39)

A recently-developed structural strength model is described, and the functions and characteristics of a damage model are examined. A shock wave model and how it analytically determines the dynamic response of a pressurized flat plate is also presented. Test and finite element results are compared with model-predicted results in order to determine model credibility. The pressures resulting from the detonation of ammunition are discussed, and the contributions of each of the pressure components to the entire response are illustrated. Some advantages of an advanced fragment model are mentioned, and the results from such a model are compared with appropriate test data. Applications of the different damage submodels with respect to a honeycomb Author.

N76-19474 Naval Weapons Center, China Lake, Calif. FLUID DYNAMIC ANALYSIS OF HYDRAULIC RAM

Eric A. Lundstrom and Wallace K. Fung. In AGARD. Specialists Meeting on Impact Damage Tolerance of Struc. Jan. 1976. 10 p. refs (For availability see N76-19471 10-39).

A model was developed for predicting fluid pressure fields generated by tumbling military ammunition. Derivation of the model is described, and comparison with experimental data is shown. Agreement of the model was quite good with shots fired into a test cell with 0-degree obliquity. Significant deviation of the model from experiment was obtained with 30-degree obliquity shots.

Author

N76-19475 Avions Marcel Dassault-Breguet Aviation, Saint-Cloud (France).

STUDY OF CERTAIN IMPACT PROBLEMS ON AIRCHAFT STRUCTURES [CALCUL DE QUELQUES PROBLEMES D'IMPACT SUR DES STRUCTURES AERONAUTIQUES]

C Petiau In AGARD Specialists Meeting on Impact Damage Tolerance of Struc. Jan. 1976–14 p. in FRENCH (For evailability see N76-19471–10-39)

After reviewing some of the finite elements, methods used for calculating impacts and transitory responses, the possibilities of application in the following cases are examined: (1) response of structure upon impact of a projectile on an armor-plate, (2) response of structures to forces due to explosion blast, and (3) calculation of hard landings, catapulting and taxling. Practical calculation of the residual strength of locally damaged structures is also considered.

Author

N76-19476 Industrieenlagen-Betriebsgesellschaft m.b.H., Ottobrunn (West Germany).

COMPUTER METHOD FOR AIRCRAFT VULNERABILITY ANALYSIS AND THE INFLUENCE OF STRUCTURAL DAMAGE ON TOTAL VULNERABILITY

Dister Kardels In AGARD Specialists Meeting on Impact Damage Tolerance of Struc. Jan 1976 21 p refs (For availability see N76-1947) 10-391

Methodology consists of two besic computer models, the socialist ammunition and target models. These models are so constructed that the evaluation of ammunition types such as AP. API. HEI with both impact and proximity fuzes, and fragmenting warheads is possible, as is a detailed vulnerability assessment of a porticular aircraft. Various submodels interact in order to show the different types of possible outputs. A special emphasis is given to the influence of structural damage and aerodynamic capabilities on total aircraft vulnerability Some test data and model pradiction results are also graphically presented.

N76-19477 Ballistic Research Labs., Aberdeen Proving Ground,

DAMAGE TOLERANCE OF SEMIMONOCOQUE AIRCRAFT
Donald F Haskell In AGARD Specialists Meeting on Impact
Damage Tolerance of Struc. Jan. 1976 12 p. ref (For availability
spe. N76-19471 10-39)

The simple theoretical method which was developed may be used to predict deformation, strain, and fracture of aircraft skin subjected to blast attack. Test results and predictions of the theory compare favorably. The method is used to analytically delineate the factors that significantly affect skin damage tolorance. For the conditions studied, these factors, in decreasing order of influence, are standoff distance, panel width, skin thickness, aspect ratio, skin ultimate strength, rivet spacing, and rivet hole diameter to skin thickness ratio. Test results of two types of semimonocoque helicopter tail booms damaged by bare explosive charges and small-calibler, high-explosive projectiles while under

simulated maximum flight load show that both skin and the skin stiffening system are important in the damage tolerance of these structures. Damage tolerance of these structures is proportional to the section modulus of the undamaged section and inversely proportional to the amount of skin removed from the structure by the damaging agent. It is also demonstrated that large increases in damage tolerance can be achieved by increasing longitudinal stiffness.

Author

N76-19478 Rolls-Royce. Ltd., Derby (England) Engine Div DEFINITION OF ENGINE DEBRIS AND SOME PROPOSALS FOR REDUCING POTENTIAL DAMAGE TO AIRCRAFT STRUCTURE

D McCarthy In AGARD Specialists Meeting on Impact Damage Tolerance of Struc Jan 1976 10 p (For availability see N76 1947) 10-39)

From an analysis of a large sample of past noncontained engine failures in commercial service, parameters were established for any given engine. Protection of sensitive parts of an aircraft beyond that implicit in the aircraft/engine layout could be provided by recently developed deflector, systems capable of deflecting high energy fragments in a harmless direction. Author

N76-19479 Societe Nationale Industrielle Aerospatiale, Toulouse (France).

PROBABILITY OF PERFORATION OF AIRCRAFT STRUCTURES BY ENGINE FRAGMENTS [PROBABILITE DE PERFORATION D'UNE STRUCTURE D'AVION PAR DES DEBRIS DE MOTEURS]

Michel Huret In AGARD Specialists Meeting on Impact Damage Tolerance of Struc. Jan. 1976–12 p. in FRENCH (For availability see N76-19471-10-39)

An analytical approach was presented by which the probability of perforation of aircraft structures by engine fragments may be determined, given a specific fragment ejection model provided by angine designers. Simplifying, realistic assumptions were made to keep the implementation practical. A mathematical model was derived, taking into account the geometry of the situation, the energy of the fragment and that of the target, and the contact relationship between the fragment and the target.

Transl by Y.J.A

N75-19480 British Aircraft Corp. (Operating) Ltd., Bristol (England). Commercial Aircraft Div STRUCTURAL EFFECTS OF ENGINE BURST NON CONTAINMENT

T. W. Coombo and D. F. Vowles. In AGARD. Specialists Meeting on Impact Damage Tolerance of Struc. Jan. 1976. 10 p. refs. (For availability see N76-19471. 10-39).

The requirements and the specified acceptable levels of risk are outlined, as applied to a large subsonic transport aircraft. The resultant damage forms are discussed and some test details given to illustrate the problems. Examples of engine fragment damage potentials are given with an empirically based equation relating fragment energy to target resistance for light alloy, titanium, and steel targets. Two types of design solution and discussed as applied to a large subsonic jet transport. Author

N76-19481 Neval Air Propulsion Test Center, Trenton, NJ STUDIES OF ENGINE ROTOR FRAGMENT IMPACT ON PROTECTIVE STRUCTURE

G. J. Marigano. In AGARD. Specialists Meeting on Impact Damage Tolerance of Struc. Jan. 1976. 24 p. refs (For availability see. N76-1947.1. 10-39).

Data compilations on aircraft gas turbine engine rotor failures that occurred in U.S. commercial aviation in 1973; the results of exploratory and systematic experimentation conducted to provide design guidelines for turbino rotor burst fragment containment; and an overview of the analytical effort directed toward rotor fragment containment are presented.

Author

N76-19482 Societe Nationale d'Etude et de Construction de Moteurs d'Aviation, Corbeil (France).

BEHAVIOR OF ENGINE CASES ASSOCIATED WITH SLADE RUPTURES [TENUE DES CARTERS MOTEURS LORS DES RUPTURES D'AUBES]

J. Thery in AGARD Specialists Meeting on Impact Damage Tolerance of Struc. Jan. 1976, 10 p. in FRENCH (For availability see N76-19471, 10-39)

The way in which a ruptured blade impacts an engine case was enalyzed. A simple test bench, which projects bullets at a variable speed on a small target representative, is described. Tests on various materials such as aluminum, titanium, iron, nickel, and cobalt base alloys in wrought or cast form were

conducted at room as well as at elevated temperatures. This test is also able to show the influence of the stiffness, thickness, and mass of the target.

Advisory Group for Aerospace Research and Development, Paris (France)

THE DEVELOPMENT OF FATIGUE/CRACK GROWTH ANALYSIS LOADING SPECTRA

J. E. Holpp (Aeron. Systems Div., Wright-Patterson AFB. Ohio) and M. A. Landy (Aeron. Systems Div., Wright-Patterson AFB, Ohio) Jan. 1976 36 p refs

(AGARD-R-640: ISBN-92-835-1202-2) HC \$4 00

A description is given of the processes involved in the development of realistic loading spectra for aircraft atructures These processes are presented in the order in which they would normally be implemented, accompanied by an example that is representative of loading spectra developed for fighter aircraft. The example is included for illustrative purposes only. Criteria are suggested that will help the designer choose the most appropriate methods consistent with his situation.

Advisory Group for Aerospace Research and Development, Paris (France)

STRAIN GAUGE MEASUREMENTS ON AIRCRAFT, **VOLUME 7** AGARD Flight Test Instrumentation Series

E. Kottkarnp (VFW-Fokker Test Labs.) H. Wilhelm (VFW-Fokker Test Labs.) and D. Kohl (VFW-Fokker Test Labs.) Apr. 1976 147 p refs

(AGARD-AG-160-Vol-7, ISBN-92-835-1215-4) Copyright. Avail NTIS HC \$8.00

Various subjects related to the application of strain gauges to airgraft structures were presented. These include: (1) introductory discussion, (2) physical properties of strain gauges, (3) measurement of resistance changes in strain guages, (4) error estimation for strain gauges with metallic measuring grids, (5) types of strain guages, (6) applications of strain gauges for static and dynamic short and long term measurements under normal conditions. (7) strain gauges for special applications, (8) use of strain gauges under extreme environmental conditions.
(9) instrumentation of two VAK 191 B aircraft with flight load measuring systems. For individual titles, see N76-25581 through N76-25589

N76-25561 Advisory Group for Aerospace Research and Development, Paris (France) STRAIN GAUGE MEASUREMENTS ON AIRCRAFT INTRO-

DUCTION

In its Strain Gauge Meas on Aircraft, Vol. 7 Apr. 1976 p 1-4 (For availability see N76-25580 16-39)

A comprehensive description of the different aspects of strain and load measurements on sircraft was given. After discussion of possible errors, the various types of strain gauges and adhesives are described Practical advice is given on their application. including a discussion on special cases. This is followed by a consideration of the strain gauge behavior under adverse environmental conditions (extremely low and high temperatures) Finally, an example is given of equipping an aircraft with a flight load measuring system

N75-25582 Advisory Gloup for Aerospace Research and Development, Paris (France PHYSICAL BACKGROUND

In its Strain Gauge Meas on Aircraft, Vol. 7 Apr. 1976 p. 5-18 (For availability see N76-25580 16-39)

The physical background of the strain gauge system was presented. One part of this system is the material to be tested The elementary laws of the behavior of metallic materials under load are described. The other important part is the measuring grid of the strain gauge. The fundamental correlations between the load on the measuring grid and its electrical behavior is described. Metallic as well as semi-conductor measuring grids are both discussed

N76-25583 Advisory Group for Aerospace Research and Development, Paris (France)

THE MEASUREMENT OF THE RESISTANCE CHANGES OF STRAIN GAUGES

In Its Strain Gauge Meas on Ancraft, Vol. 7, Apr. 1976, p. 18-29 (For availability see N76-25580 16-39)

Selection of the most appropriate method of recording small resistance changes in stroin gauges when loads are applied was discussed. The basic equations underlying the electrical circuits involved were given and discussed. Special emphasis was placed on the Wheastone bridge circuit, which is the predominant measuring circuit for strain gauge measurements. The following aspects were elaborated (1) current and voltage distribution, (2) choice of the supply voltage with respect to power dissipation, (3) choice of the output signal conditioning equipment. (4) power dissipation in the bridge resistors. (5) behavior of the Wheastone bridge in unbalanced conditions, and (6) bridge balancing and compensation

N76-25584 Advisory Group for Aerospace Research and Development, Paris (France)

ERROR ESTIMATION FOR STRAIN GAUGES WITH METALLIC MEASURING GRIDS

In its Strain Gauge Meas on Aircraft, Vol. 7, Apr. 1976, p. 29-33 (For availability see N76-25580 16-39)

The various factors that must be considered in error estimation for strain gauges with metallic measuring grids were discussed. These include: (1) resistance tolerances, (2) gauge factor tolerances and transverse strain sensitivity, (3) error caused by hysteresis and non-linearity, (4) maximum static elasticity of strain gauges, (5) creep effects, (6) temperature coefficient, (7) fatigue strength, (8) thickness of the adhesive layer, (9) angular errors during application of the strain gauge, (10) stiffening effect due to bonding, (11) insulation resistance effect, and (12) averaging effect of the strain gauge over the entire measuring grid area. Estimates of the total error are given.

N76-25585 Advisory Group for Aerospace Research and Development, Paris (France). TYPES OF STRAIN GAUGES

In its Strain Gauge Meas, on Aircraft, Vol. 7, Apr. 1976 p. 33-37 (For availability see N78-25580 16-39)

The various types of strain gauges were classified and described. The several hundred different strain gauge configurations were assigned to one of the following basic types: (1) wire-grid strain gauges. (2) flat-coil gauges. (3) cross-bridge gauges. (4) metal-foil guages, and (5) strain gauges with metal supporting materials. The following supporting materials, their configuration, and properties were also discussed: paper, epoxy or phenolic resin, polyimidefoil, glass-fiber reinforced material, cellulose and metal foil (for large strains). Typical properties of some strain gauge groups were given. The new technology of Vapor-depositing strain gauges was briefly mentioned.

N76-25586 Advisory Group for Aerospace Research and Development, Paris (France).

APPLICATION OF STRAIN GAUGES TO STATIC AND DYNAMIC SHORT AND LONG TERM MEASUREMENTS UNDER NORMAL CONDITIONS

In its Strain Gauge Meas, on Aircraft, Vol. 7, Apr. 1976 p 37-45

(For availability see N76-25580 16-39)

The following factors that must be considered in the application of strain gauges to static and dynamic short and long term measurements under normal conditions were discussed: (1) technical and organizational boundary conditions, (2) material selection, (3) pretreatment of bonding areas (precleaning, mechanical, chemical). (4) adhesives (cold and hot setting), (5) special procedures (flame spraying, welding), (6) wiring technique, (7) protective materials, and (8) general instructions.

N78-25587 Advisory Group for Aerospace Research and Development, Paris (France) STRAIN GAUGES FOR SPECIAL APPLICATION

In its Strain Gauge Meas on Aircraft, Vol. 7 Apr. 1976 p 45-72

(For availability see N76-25580 16-39)

Various special applications for strain gauges, involving multi-axial measurements, were described. These include: (1) measurements of multi-axial strain conditions and the determination of mechanical stress conditions (using various rosettes), (2) measurement of strain behavior by means of strain gauge chains, (3) strain gauges for flexural strain measurements, (4) strain gauges for membrane stress measurements, (5) strain gauges for the determination of residual stresss, (6) stress gauges, (7) measurement of material fatigue, (8) measurement of large strains, (9) special procedures for strain gauge applications, (10) strain transformers. (11) geometrical arrangement and electrical interconnections to realize special measuring effects, (12) measurement of strain on and in fiber-reinforced components, (13) interconnection of strain gauge bridges for the measurement of defined load elements(structural measurements), (14) highfrequency strain measurement, (15) strain gauges of excessive length, and (16) interferometric strain gauges.

N76-25588 Advisory Group for Aerospace Research and Development, Paris (France)

USE OF STRAIN GAUGES UNDER EXTREME ENVIRON-MENTAL CONDITIONS

In its Strain Gauge Meas on Aircraft, Vol. 7. Apr. 1976 p. 72-78 (For availability see N78-25580 16-39)

A survey of the possibilities and limits of the strain gauge technique under extreme environmental conditions was given This includes (1) Use at extreme temperatures, (2) use under hydrostatic pressure, (3) use under nuclear radiation, (4) use in magnetic fields, and (5) use under vacuum conditions

Advisory Group for Aerospace Research and Development, Paris (France). INSTRUMENTATION OF TWO VAK 191 B AIRCRAFT WITH FLIGHT LOAD MEASURING SYSTEMS In its Strain Gauge Meas on Aircraft, Vol. 7 Apr 1976 p 78 138 refs (For availability see N76-25580 16-39)

The instrumentation of the VAK 191 B STOL sircraft with strain gauge systems was described in some detail. The following measuring sections were planned for each aircraft. 4 measuring sections in the wing (2 port and 2 starboard), 2 measuring sections in the horizontal tail (1 port and 1 starboard). 1 measuring section in the vertical tail, 1 measuring section in the rear fuselage, and a number of measuring points on the landing gear and flight controls. A requirement of approximately 2,000 single strain gauges (or correspondingly smaller quantities of blaxial rosettes), including certain reserve quantities, was estimated for the two sircraft. The following aspects were discussed selection of components, installation technique, location of strain gauges, installation of the strain gauge bridges, installation time requirements, calibration, and results

N78-29656# Advisory Group for Aerospace Research and Development, Paris (France).

STRUCTURAL IDENTIFICATION ON THE GROUND AND IN FLIGHT INCLUDING COMMAND AND STABILITY AUGMENTATION SYSTEM INTERACTION

Jun. 1976 57 p refs Partly in ENGLISH and FRENCH Presented at 42nd Struct, and Mater. Panel Meeting, Ottawa, Apr. 1978 (AGARD-R-646) Avail: NTIS HC \$4.50

Papers are presented which deal with vibration testing of aircraft and rocket vehicles, flutter analysis, particularly of the MRCA aircraft, digital techniques for flutter analysis, and interactions between aircraft structures and the command and stability augmentation system of the MRCA. For individual titles, see N76-29657 through N76-29660

M76-29657 Office National d'Etudes et de Recherches Aerospatiales, Paris (France). NEW STRUCTURAL TESTING METHODS BASED ON NON-APPROPRIATED EXCITATION

Gerard Piezzoli In AGARD Structural Identification on the Ground and in Flight Including Command and Stability Augmentation

System Interaction Jun. 1976 p 1-6 refs in FRENCH; ENGLISH summary (For availability see N76-29656 20-39)

After recalling the classical methods for determining the vibratory characteristics of an aircraft or rocket structure by a test with appropriated excitation, the paper presents two new methods that do not deliver appropriation in the Angelini method, independent excitations are located at significant points, that may number up 20 for a military aircraft with external stores. In the Dat-Meurzec method, the structure transfer functions obtained from a single, localized excitation configuration are smoothed; it is particularly convenient for the study of rockers Both methods were implemented with the computer installed in the ONERA mobile laboratory. They permit a considerable gain of time, and give results comparable to those provided by the classical mathod

N76-29658 Air Force Flight Test Center, Edwards AFB. Calif DIGITAL TIME SERIES ANALYSIS OF FLUTTER TEST

Russell W. Lenz and David A. Foreman In AGARD Structural Identification on the Ground and in Flight Including Command Jun 1976 and Stability Augmentation System Interaction p 7-24 refs (For availability see N76-29656 20-39)

A minicomputer based digital time series analysis system is used at the Air Force Flight Test Center to provide near real time estimates of modal parameters during flight flutter testing Since the test data acquired often contains noise which distorts the transfer function or autospectrum results, data smoothing algorithms are employed. These algorithms, as well as algorithms for performing multimodal analyses, have been found to be useful

when analyzing noisy aircraft data. Use of digital techniques has been buneficial both in ferms of saving time and in improving accuracy when compared with more traditional flutter testing approaches

N75-29659 Rritish Aircraft Corp., Warton (England) INFLIGHT FLUTTER IDENTIFICATION OF THE MRCA

D. K. Potter and A. Lotze (Messerschmitt-Boelkow-Blohm G.m.b.H., Munich). In AGARD. Structural Identification on the Ground and in Flight Including Command and Stability Augmentation System Interaction Jun 1976 p 25-39 refs (For availability see N76-29656 20-39)

Flutter investigations were performed prior to flight testing and during flight flutter testing of the MRCA. Because the aircraft is equipped with fast responding power control systems which could produce undestrable structural motion, flutter investigations had to be accomplished with consideration of the command and stability augmentation system (CSAS). Analysis and test results for structural mode coupling with the CSAS are demonstrated for the aircraft on ground which proved to be the condition for the lowest stability margin it was shown that there is practically no influence of CSAS on flutter behavior. The flutter speed with the lowest flutter margin was predicted for an antisymmetrical taileron mode which is modified by fuselage influences. The coupling mechanism of this mode was investigated and the effect of apex balance weight on the taileron inboard leading edge was demonstrated.

N76-29660 Messerschmitt-Bosikow-Blohm G.m.b H. Munich INTERACTION BETWEEN AIRCRAFT STRUCTURE AND COMMAND AND STABILITY AUGMENTATION SYSTEM

O. Sensburg. In AGARD. Structural Identification on the Ground and in Flight Including Command and Stability Augmentation System Interaction Jun. 1976 p 41-53 refs (For availability see N76-29658 20-39)

The multi-role combat aircraft - MRCA - has a fly-by-wire control system and automatic stabilization. The sensors for the command and stability augmentation system - CSAS - are attached to the flexible aircraft structure and may therefore pick up signals which are detrimental to the stability. This paper describes the method which was used on the MRCA to avoid CSAS- structural mode coupling effects.

N77-17527# Advisory Group for Aerospace Research and Development, Paris (France) SUMMARY OF THE DISCUSSIONS ON STRUCTURAL DESIGN TECHNOLOGY

R. B. Baird (Headquarters US AF, Pentagon, Washington, D. C.) Dec. 1976 13 p refs

(AGARD-AR-99) ISBN-92-835-1236-x)

HC A02/MF A01

Structural design and questions created by improved technology are presented. Composite structures, fracture and fatigue mechanics, seroelasticity and loads, and optimum and computer aided design are discussed along with USAF safety design philosophies.

44 ENERGY PRODUCTION AND CONVERSION

Includes specific energy conversion systems, e.g., fuel cells and batteries, global sources of energy, fossil fuels; geophysical conversion; hydroelectric power; and wind power. For related information see also 07 Aircraft Propulsion and Power, 20 Spacecraft Propulsion and Power, 28 Propellants and Fuels, and 85 Urban Technology and Transportation.

N75-16977# Advisory Group for Aerospace Research and Development, Paris (France).

THE 1974 AGARD ANNUAL MEETING: THE ENERGY PROBLEM: IMPACTS ON MILITARY RESEARCH AND DEVELOPMENT

Dec. 1974 84 p. refs. In ENGLISH and partly in FRENCH Meeting held at Paris, 26 Sep. 1974 Avail: NTIS HC \$4.75

The proceedings of a conference on the impact of the energy problem on military research and development projects are presented. Some of the subjects discussed are as follows: (1) energy problems in a global context, (2) energy related research and development in the U.S. Air Force, (3) alternate fuels for aviation purposes, (4) the impact of future fuels on military aircraft enginea, and (5) energy resources and utilization. For individual titles, see N75:16978 through N75:16983.

N75-16978 Ministry of Defence, Paris (France).
ENERGY PROBLEMS IN A GLOBAL CONTEXT
Jacques-emile Dubois /n AGARD The 1974 AGARD Ann.
Meeting Dec. 1974 p 8-20 refs in ENGLISH and FRENCH
(For availability see N75-16977 08-44)

An analysis of the world-wide problems created by the consumption of non-renewable sources of onergy is presented. The energy system of an industrial society is described by a diagram. A correlation between the energy consumption par individual of a given country and the gross national product of the company is developed. A chart of prospective sources of energy to meet future requirements is provided. Methods for obtaining additional energy by methods which do not consume fossil fuels are explained. The characteristics of an energy system based on the use of hydrogen as the primary energy sources are defined.

N75-16879 Air Force Dept., Washington, D.C.
ENERGY-RELATED RESEARCH AND DEVELOPMENT IN
THE UNITED STATES AIR FORCE
Michael I. Yarymovych In AGARD The 1974 AGARD Ann.

Meeting Dec. 1974 p 21-30 (For availability see N75-16977 08-44)

The requirements for petroleum based energy sources by the Department of Defense of the United States are analyzed in addition to the requirements of the military forces, the logistic requirements are also examined. The impact of the energy crisis on military research and development programs to develop new energy sources for military use is examined. Methods of reducing fuel consumption by aircraft design and structural modification are proposed. The effectiveness of a campaign to reduce energy

requirements and expenditures is documented

N75-16880 Pinkel (I. Irving), Fair/iew Park, Ohio.
ALTERNATIVE FUELS FOR AVIATION
I. Irving Pinkel In AGARD The 1974 AGARD Ann. Meeting
Dec. 1974 p 31-36 (For availability see N75-16977 08-44)
CSCL 21D

The status of energy programs to provide hydrocarbon fuels from new sources is examined. Experience in the United States with non-hydrocarbon fuels for turbine powered aircraft is analyzed. The various alternate sources of hydrocarbon fuels are defined. The use of metals and metal slurries as turbine fuels is proposed. The advantages and disadvantages of liquid hydrogen as an aircraft fuel are discussed. A specific example of an aircraft operating on liquid hydrogen is described.

44 ENERGY PRODUCTION AND CONVERSION

N75-16981 National Aerospace Lab., Ameterdam (Nethorlands) IMPACT OF FUTURE FUELS ON MILITARY AERO-ENGINES

F. Jassma In AGARD The 1974 AGARD Ann. Meeting Dec 1974 p 37-46 refs (For availability see N75-16977 08-44)

The expected impact of the fossil fuel shortage on the design and operation of aircraft engines is discussed. Alternate fuels such as cryogenic fluids and synthetic fuels are proposed. Various aspects related to combustion of cryogenic and synthetic fuels are analyzed to examine the effects on seals, pumps, contamination, and engine operating procedures.

Author

N75-16982 Technische Hochschule, Darmstadt (West Germany). Inst. fuer Flugtechnik.

IMPACT ON AERODYNAMIC DESIGN

X. Hafer In AGARD The 1974 AGARD Ann. Meeting Dec. 1974 p 47-55 refs (For availability see N75-16977 08-44). The impact of fossil fuel consumption and anticipated shortages on aircraft design for improved efficiency is examined.

Aerodynamic possibilities for improved efficiency are as follows:
(1) aerodynamic configuration optimization, (2) boundary layer suction, (3) the oblique wing, and (4) supercritical sirfoils.
Aerodynamic improvements using autive controls are as follows:
(1) relaxed static stability, (2) maneuver load control, (3) active flutter control, and (4) gust alleviation and fatigue damage control.
Changes in aircraft aerodynamics dealign resulting from the use of hydrogen fuel are analyzed.

N75-16983 National Gas Turbine Establishment, Pyestock (England).

ENERGY RESOURCES AND UTILIZATION

M. C. Neale In AGARD The 1974 AGARD Ann. Meeting Dec. 1974 p 56-66 refs (For availability see N75-16977 08-44)

An analysis of the world situation with respect to fossil fuels is presented. The impact of the fuel shortage on mixitary aviation in European countries is examined. The availability and utilization of fuels other than petroleum are discussed. Charts are developed to show the following conditions: (1) world crude ob production and proven reserves, (2) world energy production and consumption, (3) total energy consumption per capita for the major nations, (4) outlets for refinery products, and (5) estimated coal reserves.

45 ENVIRONMENT POLLUTION

Includes air, noise, thermal and water pollution; environment monitoring, and contamination control

N74-26104# Advisory Group for Aerospace Research and Development, Paris (France).
THE FLUID DYNAMICS ASPECTS OF AIR POLLUTION RELATED TO AIRCRAFT OPERATIONS
P ' Libby, ed. (Celifornia Univ., San Diego) Feb. 1974 53 p

(AGARO-AR-55) Avail. NTIS HC \$5.75

The proceedings of the round table discussion are presented and include: (1) aircraft dispersion of poliutants. (2) air poliution characteristics of aircraft engines. (3) research in Germany on air poliution related to aircraft operations, (4) large scale mass transport, and (5) air poliution from aircraft. For individual titles, see N74-26105 through N74-26109.

N74-26105° Massachusetts Inst. of Tech., Cambridge. Dept. of Mechanical Engineering.
THE DISPERSION OF PROPELLANTS FROM AIRCRAFT

James A. Fay and John B. Heywood *In* AGARD The Fluid Dynamics Aspects of Air Pollution Related to Aircraft Operations Feb. 1974 p 5-16 refs (For availability see N74-28104 15-20) (Grant NGR-22-009-378) CSCL 218

Two aspects of the dispersion of pollutants from aircraft are reviewed. The first is the dispersal of aircraft exhaust emissions in the vicinity of airports; the second is the dispersal of exhaust trails in the upper atmosphere. Techniques available for modelling this dispersal and how they might be applied to the airport problem are discussed. Field studies of airport pollution are then reviewed to assess current pollutant levels around airports and the aircraft's contribution to those levels. The possibility of contrail formation from jet emissions at high altitude is then considered and the effect of uncertainties in the trial mixing processes evaluated.

Author

N74-28106 California Univ., Berkeley. Dept. of Mechanical Engineering.

AIR POLLUTION CHARACTERISTICS OF AIRCRAFT ENGINES

Robert F. Sawyer In AGARD. The Fluid Dynamics Aspects of Air Pollution Related to Alicraft Operations. Feb. 1974, p. 17-26 (For availability see N74-28104, 15-20)

Some results are presented of a survey on aircraft air pollution. The findings indicate that: (1) Aircraft are significant contributors to air pollution. (2) The engine is the primary source of aircraft air pollution. (3) Carbon monoxide and hydrocarbon emissions at low power and nitrio oxide emissions at high power are the most important immediate engine pollution problems. D.L.G.

N74-26107 Technischen Universitaet, Munich (West Germany), RESEARCH IN GERMANY ON FLUID-DYNAMICS OF AIR POLLUTION RELATED TO AIRCRAFT OPERATIONS

Franz Hindelang, J. In AGARD. The Fluid Dynamics Aspects of Air Pollution Related to Aircraft Operations. Feb. 1974 p. 27-30 (For availability see N74-26104 15-20)

An overview is presented, based on a literature survey and a questionnaire, of German research on air pollution related to alicraft operation. The literature survey revealed that while there exists an abundance of material on air pollution in general, none was found to relate to sircraft operation. The questionnaire was sent to meteorologists, serodynamicists, and aircraft companies. The answers obtained indicate a tramendous interest in the subject area with some research being conditioned but not yet at the conclusive reporting stage.

N74-26108 Norwegian Inst for Air Research, Kjeller.
PRELIMINARY NOTES ON LARGE SCALE MASS TRANS-PORT

J. Nordo. In AGARD. The Fluid Dynamics Aspects of Air Pollution Related to Aircraft Operations. Feb. 1974. p. 33:40 (For availability see. N74:26104. 15:20) The fullowing areas of interest are discussed: (1) mesoscale transport of pollutants, (2) use of precipitation and flow patterns in Europe as a guide in designing a network of stations to measure air pollution. (3) acid precipitation in South Norway due to long range transport of sulfur from the industrial centers of Western Europe. (4) meteorological data analysis required for air pollution monitoring rietwork, and (5) studies of air pollution in Europe during varying wearther conditions.

N74-26109 Department of Trade and Industry, London (England) Civil Aylation

AIR POLLUTION FROM AIRCRAFT

R A Mangiarotty In AGARD. The Fluid Dynamics Aspects of Air Pollution Related to Aircraft Operations. Feb. 1974, p. 41-54 refs. (For availability see: N74-28104, 15-20). Avail: NTIS

The current work being conducted in the UK in three specific areas of atmospheric poliution related to aircraft operations is summarized. The three areas are: (1) jet engine poliution in the neighborhood of airports including its generation, its reduction by proper combustion design, and its dispersal by winds; (2) smoke trails. (3) Pollution at high altitudes due to jet engine discharge, with its special problems of chemistry and dispersion.

N75-26343# Advisory Group for Aurospace Research and Development, Paris (France).
A GUIDE TO MICROFICHE EQUIPMENT AVAILABLE IN EUROPE

Apr. 1975 112 p

(AGARD-R-628) Avail: NTIS HC \$5.25

A guide, composed of six sections listing equipment in each section alphabetically by manufacturer, with the names and addresses of their distributors in the appendix, alphabetically listed per European country is presented. The kinds of equipment illustrated are: (1) cameras and camera-processors; (2) processors; (3) duplicators and printer-processors; (4) reader-printers (at the back of the section are included two enlargers), (5) readers; (6) cutters, reader-fillers, strip-up systems, inspection devices, densitometers, and the two most commonly used test targets.

Autho

46 GEOPHYSICS

Includes aeronomy: upper and lower atmosphere studies, ionospheric and magnetospheric physics; and geomagnetism. For space radiation see 93 Space Radiation

N78-29815 Advisory Group for Aerospace Research and Development, Paris (France).

OPTICAL PROPAGATION IN THE ATMOSPHERE

May 1976 825 p refs Present..d at the Electromagnetic Wave Propagation Panel Symp., Lyngby, Denmark, 27-31 Oct. 1975.

(AGARD-CP-183) Copyright. Avail NTIS HC \$16.25

Atmospheric effects are reported on the propagation of optical systems emphasizing high power lasers and adeptive optical correction procedures. For individual titles, see N76-29816 through N76-29859

 $\mbox{N78-29816}$ Air Force Cambridge Research Labo., L. G. Hanscom Field, Mass.

OPTICAL MODELLING OF THE ATMOSPHERE

Robert A. McClatchey, John E. A. Sziby, and John S. Garing In AGARD Opt. Propagation in the Atmosphere May 1976 21 p. refs (For availability see N76-29815 20-46)

Optical atmospheric modelling requires both the knowledge of the physical properties of the atmosphere as well as the spectroscopic properties of the gases and particulates of which it is composed. The atmospheric absorption line parameter compilation system is discussed and requirements for such a data compilation are indicated. The line-by-line transmittance calculation technique is described, indicating the capability of this technique for use in lease propagation studies as well as low spectral resolution applications. The LOWTRAN computer model is presented together with an indication of its limitations.

N75-29817 Air Force Cembridge Research Labs., L. G. Henscom Field. Mass.

MODELS OF THE ATMOSPHERIC AEROSOLS AND THEIR OPTICAL PROPERTIES

Eric P. Shettle and Robert W. Fenn. In AGARD. Opt. Propagation in the Atmosphere. May 1976–16 p. refs (For availability see N76-29815-20-46)

Aerosol models have been rieveloped for the boundary layer, the upper troposphere, the stratosphere, and mesosphere. In the boundary layer they describe three different environments: rural, urban and maritime. In the upper troposphere and stratosphere two different models represent spring-summer and fall-winter conditions. In the stratosphere they describe several levels of volcanic dust concentrations and the background conditions. For each model the coefficients for extinction, scattering and absorption, the angular scattering distribution and other optical parameters have been computed for wavelengths between 0.2 and 40 micrometer. The serosol models are being presented along with a discussion of their experimental basis. The optical properties of these models are being discussed and some examples of their effects on the overall atmospheric transmission properties and atmospheric contrast reduction are presented.

Author

N78-29818 Plessey Radar Ltd., Cower (England).
A COMPARATIVE STUDY OF ATMOSPHERIC TRANSMISSION AT THREE LASER WAVELENGTHS IN RELATION TO THE METEOROLOGICAL PARAMETERS

P. J. Wright In AGARD Opt. Propagation in the Atmosphere May 1976 10 p. refs (For svallability see N76-29815 20-46). Experimental and theoretical studies are reported on the

Experimental and theoretical studies are reported on the atmospheric transmission of laser radiation at 0.63 inicrometer, 1.03 micrometer and 10.6 micrometer. A transmissometer continuously measured the attenuation of the three wavelengths simultaneously over a common path length. Results were compared with deduction from the theory of scattering of electromagnetic radiation due to Mic.

Author

N76-29819 Fraunhofer-Gesellschaft, Garmisch-Pertenkirchen (Wast Germany).

REMOTE AEROSOL SENSING WITH AN ASSOLUTE CALIBRATED DOUBLE PREQUENCY LIDAR

R. Reiter, W. Carnuth, M. Littfass, and N. C. Varahneya (Roorkes Univ.) In AGARD Opt. Propagation in the Atmosphere May 1976–15 p. refs (For availability see N76-29815-20-46)

A two frequency lider system, using a Q-switched ruby leser transmitter with frequency doubler and a 52 cm dia receiving telescope, for remote aerosol sensing up to more than 30 km altitude is described. The system includes electronic data acquisition and processing. Sufficient sensitivity for high altitude stratospheric measurements is provided by ten channel photon counting combined with range gating of the photomultiplier tube, and a mechanical chopper for rejection of the non-coherent ruby fluorescence. The system is now being absolutely calibrated by comparison between lidar backscatter profiles on the one hand. and theoretical backscatter functions calculated from experimental aerosol and aerological data, using Rayleigh and Mie scattering theories, on the other. The experimental data are acquired at mountain stations at 740, 1,800 and 3,000 m altitude by means of five stage impactors and of cable car probes and radiosondes. Examples of tropospheric lidar backscatter profiles, together with aerosol and serological profiles, as well as stratospheric lidar measurements are _____ inted.

N75-29820 Norwegian Defence Research Establishment, Kjeller ATMOSPHERIC EFFECTS RELEVANT TO LABER SPECTROSCOPY

T Lund and A. G. Kjelsas. In AGARD. Opt. Propagation in the Atmosphere. May 1976. 8 p. refs (For availability see N76-29815. 20-46).

A qualitative discussion pointing out some of the sources of error and fluctuations in a long cath laser differential absorption system measuring the concentration of atmospheric gaseous pollutants, is given. Except for single gas detectors using narrow optical frequency ranges, the unpredictable or unknown spread in the dispersive properties of the extinction caused by continuum absorption and scatter, is of major concern. In addition, the limitations of fast cross correlation of signals to compensate for turbulence induced fluctuation are discussed.

Author

N76-29821 California Univ., Los Angeles.
THE FLUID MECHANICS AND COMPUTER MODELING OF
ATMOSPHERIC TURBULENCE CAUSING OPTICAL
PROPAGATION FLUCTUATIONS

William C. Meecham In AGARD Opt. Propagation in the Atmosphere May 1976 9 p lefs (For availability see N76-29315 20-46)

Optical refractive index fluctuation are examined from the viewpoint of what is known by fluid dynamicists about atmospherio turbulence effects. Various field quantities (temperature, velocity and pressure) are written in terms of their averages and their fluctuations from those sverages. The variations of the index of refraction with the fluid variables are discussed. The cross correlations of fluid velocity, of temperature, and of velocity with temperature are presented. A new, modified discussion of the Kolmogoroff cascade theory of turbulence is presented and its consequences analyzed for their bearing upon correlation functions and energy spectra. Using this fluid mechanical information, the modeling of propagation fluctuation problems is reported using computer generated realizations of index variations, with given statistical properties.

N76-29822* Texas A&M Univ. College Station Dept of Physics.

CALGULATIONS OF POLARIZATION AND RADIANCE IN THE ATMOSPHERE

Gilbert N. Plass In AGARD Opt. Propagation in the Atmosphere May 1976 20 p. refs (For availability see N78-29815 20-46) (Grent NGR-44-001-117) CSCL 04A

Two different methods for the solution of radiative transfer problems, matrix operator and Monte Carlo, are discussed. As an example of the use of the method, results are given for the radiance and polarization of the radiation scattered from haze layers as well as from models of the real atmosphere. The variation of the radiance, polarization, and ellipticity with the aerosol amount in the real atmosphere model is presented. The Monte Carlo method is applied to the problem of calculation of the radiance and polarization of the photons in the atmosphere when there is an ocean as the lower surface. It is found that the turbidity of the ocean can be deduced from the upwelling radiance measured at some height in the atmosphere. The downwelling radiation just beneath the ocean surface is elliptically polarized at those angles where it is derived from the total internal reflection of the upwelling radiation at the ocean surface.

Author

N76-29823 Utah Univ., Salt Lake City Dept. of Meteorol-

RADIATIVE TRANSFER IN CLOUDY ATMOSPHERES

K N. Liou In AGARD Opt Propagation in the Atmosphere 12 p refs (For availability see N76-29815 20-46) (Contract F19628-75-C-0107, Grant NSF DES-75-05216)

Band-by-band calculations have been carried out to evaluate the reflection, absorption and transmission of solar radiation by cloud layers and model cloudy atmospheres in the entire solar spectrum. The radiation transfer program is based on the discrete ordinate method with applications to inhomogeneous atmospheres. The gaseous absorption in scattering atmospheres is taken into account by means of exponential fits to the total band absorption based on laboratory measurements. Thick clouds such as numbostratus and cumulonimbus reflect 80-90% and absorb 10-20% of the solar radiation incident upon them. The reflection and absorption of a fairweather cumulus with a thickness of 0.45 km are about 68-85% and 4-9% respectively. Comparisons with aircraft observations reveal that within the uncertainties of the thickness and cloud particle characteristics theoretical computations yield higher reflection and lower absorption values for most of the water clouds. These comparisons indicate that clouds in the atmosphere are likely to consist of absorbing particles

N76-29824* Massachusetts Univ., Amherst Dept. of Physics and Astronomy MULTIPLE SCATTERING IN PLANETARY ATMOSPHERES

William M. Irvine. In AGARD. Opt. Propagation in the Atmosphere May 1975 11 p refs (For availability see N76-29815 20-46) (Grant NGL-22-010-023) CSCL O3B

Certain simple procedures for solving radiative transfer problems in planetary atmospheres are reviewed, the similarity relations relating lautropic to this stropic scattering, asymptotic results relating known solution for semi-infinite layers to desired solutions for optical depsis an expansions relating known solutions for conservative scattering to desired solutions for the nearly conservative case. The complications introduced by atmospheric inhomogeneity, surface reflection, and spectral features are also discussed

N76-29825 Université des Sciences et Techniques de Lille

METHODS FOR SOLVING THE EQUATION OF RADIATIVE

TRANSFER THROUGH FINITE THICKNESS LAYERS

J Lenoble In AGARD Opt. Propagation in the Atmosphera
May 1978 9 p. refs. In FRENCH, ENGLISH summary (For availability see 1176-29815 20 46)

After recalling the general problem of radiative transfer, the methods of solution for a plane parallel horizontally homogeneous atmosphere are briefly reviewed and a few numerical comparisons are shown. Then the more difficult problems of horizontal inhomogeneities and of sphericity are considered

N76-29826* Jet Propulsion Lab., Calif. Inst. of Tech. Pasadena REMOTE PROBING OF ATMOSPHERIC PARTICULATES FROM RADIATION EXTINCTION EXPERIMENTS: A REVIEW OF METHODS

Alain L. Fymat. In AGARD. Opt. Propagation in the Atmosphere May 1976 30 p. refs (For availability see N76-29815 20-46) (Contract NAS7-100) CSCL 04A

The existing methodology for reconstructing the particle size distribution and inferring the refractive index of absorbing and scattering atmospheric particulates is critically reviewed. Emphasis is placed on method capabilities and shortcomings and, wherever possible on achievable accuracy. The nature of the associated remote probing problem is analyzed with regard to the effects of the particulates on EM wave propagation in the atmosphere The parameterization of size distribution is studied within the unifying framework of Pearson's distribution curves. The inversions of extinction measurements and their ratios are considered separately, and the potentialities of each type of measurement are identified. Work lacking in each of the methods reviewed is indicated. A method of determining both the effective complex refractive index and size distribution model parameters from the same data is also presented. Lastly, determination from extinction ratio data of the complex refractive index independent of size distribution is discussed and error analyzed.

N76-29827 Cologne Univ. (West Germany). Inst. fuer Geophysik und Meteofologie

THEORETICAL STUDIES OF THE TRANSFER OF BOLAR RADIATION IN THE ATMOSPHERE

M J. Kerschgens, E. Raschke, and U. Reuter. In AGARD. Opt. Propagation in the Atmosphere May 1976 10 p refs (For availability see N76-29815-20-46)

The transfer of solar radiation in one dimensional model atmospheres has been computed for the wavelength range from 0.2 to 3.58 micrometer with an iterative solution of the radiative transfer equation. Absorption by O3, H2O, CO2, O2 and aerosols has been taken into account. The transmission in near infrared bands of CO2 and H2O is approximated by exponential series derived from spectral measurements. Various vertical distributions of H2O and serosols are considered and also two different boundaries are used: a rough ocean surface and a bright sandy desert. It is shown, for instance that as a result of the higher albedo of the sand surface, the absorption increases by 5 to 7% depending on the solar height. Aerosol layers in the lower troposphere are much more effective respective to absorption. They may alter by almost 40% the radiative heating.

N76-29828 Physics Lab. RVO-TNO, The Hague (Netherlands). THE MEASUREMENT PROGRAMME OPAQUE OF AC/243 (PANEL IV/REG.S) ON SKY AND TERRAIN RADIATION T. Baker In AGARD Opt. Propagation in the Atmosphere May 1976 10 p (For availability see N76-29815 20-46)

A measurement program on optical parameters of the atmosphere and environmental characteristics is reported. The sim of the project is to develop a data base of those parameters of the atmosphere and the environment that affect the performance of optical and electro-optical sensors during military operations. From the correlation with the meteorological data, the possibilities of forecasting the performance of the above mentioned sensors will be studied. The program consists of a minimum required set of parameters, to be measured at fixed times (every hour on the hour, local mean time) on all sites during a period of at least two years. At some of the sites a program of recommended additional measurements will be carried out during limited time

N76-29829 ForschungsInstitut Fuer Optik, Tuebingen (West

EXPERIMENTAL AND COMPUTATIONAL COMPARISON OF DIFFERENT METHODS FOR DETERMINATION OF VISUAL RANGE

W Buechtemann, H. Hipp, W. Jessen, and R. Neuwirth. In AGARD Opt Propagation in the Atmosphere May 1976 15 p. refs (For availability see N76-29815 20-46)

Three visibility meters of different type have been run simultaneously over several weeks. At the same time aerosol spectra were collected using an optical counter. The visibility readings were compared under several meteorological conditions and a Junge distribution or a modified gamma - distribution has been fitted to the experimental aerosol size distribution. Using Mie's theory and the data recorded, the readings of the instruments have been compared with the computed total extinction and the values computed based on actual instrument parameters. i.e. aspecially the angular response in the case of two scattering type instruments. A good agreement between the observational visibilities is obtained, except under particular meteorological conditions. Computed visibilities give a generally correct pradiction of the measured extinction

N76-29830 Université des Sciences et Techniques de Lille RADIATIVE TRANSFER IN A SCATTERING ASSORBING MEDIUM

Y. Fouquert and J. C. Buriez. In AGARD. Opt. Propagation in the Atmosphere May 1976 14 p refs in FRENCH; ENGLISH summary (For availability see N76-29815 20-46)

The computation of radiative transfer in a scattering and absorbing atmosphere is particularly complicated because absorption by gases and acattering by particles occur simultaneously. The most suitable method is to use the distribution of phonon optical path to disjoin absorption and scattering. The phonon optical path distribution is computed for a given scattering medium by means of Pade approximation. The solution of the transfer equation is found by any approximate or accurate method and absorption by gases is computed by means of band models. The method is presented and applied to calculate the intensity reflected by an inhomogeneous cloud

A. 40. Sav.

N75-29831 Clarkson Coll. of Technology, Potsdam, N.Y. FLUORESCENT AND RAMAN SCATTERING IN PARTI-CLES

M. Kerker, P. J. McNulty, and H. Chew. In AGARD Opt. Propagation in the Atmosphere May 1978 8 p refs (For availability see N76-29815 20-46)

When inelastically scattering molecules are distributed within a small particle, they respond to the local nonuniform electromagnetic field within the particle. The outgoing inelastic field is obtained by matching at the boundary the dipole field of the emitting molecules plus an internal field with the outgoing field. In this way, it is possible to express the inelastic radiances in terms of the geometry and optical properties of the particle, of the distribution of inelestically scattering molecules within the particle, and of the molecular polarizability, for both coherent and incoherent scattering. Author

N76-29832 Aerospace Corp., Los Angeles, Calif. Electronics Research Lab

PHYSICAL MODEL FOR STRONG OPTICAL WAVE FLUC-TUATIONS IN THE ATMOSPHERE

H. T. Yura In AGARD Opt. Propagation in the Atmosphere May 1976 24 p reft (For availability see N76-29815 20-46)

Elementary physical arguments are used to deduce the qualitative functional dependence of amplitude and phase statistics on the optical wave number, propagation distance and the parameters that describe the turbulent medium. An attempt is made to delineate the underlying physical mechanisms which produce such fluctuations and as such the derivations presented here complement the more rigorous analysis presented elsewhere. Although the discussion is limited to the basic plane- and spherical-wave amplitude and phase statistics for constant turbulence conditions, the extension to the case of inhomogeneous turbulence conditions is straightforward. Finally, the propagation of beam waves in a turbulent medium is determined from a knowledge of the propagation characteristics of spherical waves via the extended Huygens-Fresnel principle. As a result, the qualitative dependance of the characteristics of beam waves can be obtained directly from the spherical wave coherence length discussed above

N76-29833 Defence Research Establishment Valoartier (Que-

LOG-NORMAL PROBABILITY DISTRIBUTION OF STRONG IRRADIANCE FLUCTUATIONS: AN ASYMPTOTIC ANALY--

Luc R. Bissonnette In AGARD Opt. Propagation in the Atmosphera May 1976 10 p refs (For availability see N76-29815

The asymptotic solutions for the first- and second-order statistical moments of the amplitude of a plane optical wave propagating in a turbulent atmosphere are derived from Maxwell's equations. These solutions show that the irradiance variance diverges to infinity if the irradiance probability distribution is everywhere log-normal. Therefore, the widely used log-normal hypothesis is incompatible with the observation of the saturation of the irradiance variance. Using the same asymptotic solutions, it is shown that the irradiance variance tends to unity if, alternately, the wave amplitude has a normal distribution in the saturation region. The latter result is much more consistent with the measured saturation levels. Finally, direct probability measurements in a simulated atmosphere tend to confirm that the actual distribution is close to normal at saturation distances.

N76-29834 Oregon Graduate Center for Study and Research.

TURBULENCE EFFECTS ON TARGET ILLUMINATION BY LASER TRANSMITTER: UNIFIED ANALYSIS AND EXPER-IMENTAL VERIFICATION

J. Richard Kerr. In AGARD. Opt. Propagation in the Atmosphere May 1976 27 p refs. Sponsored in part by DARPA and AFSC (For availability san N76-29815 20-46)

A phenomenological and analytical description is given of atmospheric turbulence effects on laser beam waves, including the improved target irradiance characteristics resulting from cancellation of turbulence induced beam wander through reciprocity tracking. The mechanisms related to the mean irradiance include diffraction, wander, and wavefront distortion (beamspreed), while irradiance fading is caused by wander, first order scintillation, and coherent feding. The phenomenological description unifies the often fragmentary and inconsistent treatment of beam wave phenomena found in the literature, and is sufficiently accurate for engineering purposes. It was shown that wander cancellation and control of the transmitter beam diameter results in substantial improvements in target illumination. The analyses are compared with experimental data for the detailed statistical and spectral characteristics of on-axis target irradi-

N76-29835 Forschungsinstitut Fuer Optik, Tuebingen (West PROPAGATION OF FOCUSED LASER BEAMS IN THE

TURBULENT ATMOSPHERE

H. Raidt In AGARD Opt Propagation in the Atmosphere May 1976 12 p refs (For availability see N76-29815 20-48)

Experimental results from investigations of instantaneous intensity distributions in focused laser beams at 0.63 micrometer and 10.6 micrometer at distances of approximately 1.3 km, 5 km and 8.6 km are presented and discussed. At 0.63 micrometer the beam pattern is broken up into several diffraction scale spots because focusing is asturated, except for weak turbulence and short propagation distance. At 10.6 micrometer the beam pattern is almost uniform, as iong as the beam dimensions are smaller than the correlation length of the amplitude.

N76-29836 Pacific Sierra Research Corp., Santa Monica, Calif. PROPAGATION OF FOCUSED TRUNCATED LASER BRAMS IN THE ATMOSPHERE

R. F. Lutomirski In AGARD Opt. Propagation in the Atmosphere May 1976 14 p refs (For availability see N76-29815 20-46)

A formula is derived for the mean intensity distribution from a finite beam in terms of the complex disturbance in the aperture and the mutual coherence function (MCF) for a spherical wave in the medium. The formula is used to examine the effects of turbulence on the long term average intensity produced by a focused, truncated Gaussian aperture distribution, it is shown that while the vacuum focal point intensity will increase as the degree of truncation degresses for a given laser output nower. the effect of turbulence limits this increase, and that the turbulence can virtually eliminate the vacuum advantage of visible over infrared wavelengths in focusing the beam at practical ranges. Transverse beam patterns and the on-exis intensity are shown for CO2 wavelength, and a criterion is established for the condition under which the turbulence prevents effective focusing. Author

N76-29837 Queen Elizabeth Coll., London (England). of Physics.

MEASUREMENTS OF THE ATMOSPHERIC TRANSFER FUNCTION

J. C. Dainty and R. J. Scaddan (Imperial Coll. of Soi. and Technol.) Opt. Propagation in the Atmosphere May 1976 In AGARD 14 p refs (For availability see N76-29815 20-48)

A wavefront folding interferometer has been constructed with which the long time averaged modulation transfer function, MTF, of the atmosphere can be measured. The instrument was used to determine the MTF over 10 nights in June 1974 at Mauna Kes Observatory, Hawali, using bright stars as sources. The form of the MTF at separations of a few centimeters in the pupil agreed with that predicted on the basis of a Kolmogorov spectrum of turbulence, but there was a departure at larger separations The MTFs were highly variable both from hour-to-hour and night-to-night, the wavefront correlation region varying from approximately 4 to 20 cm. Increasing the zenith angle generally decreased the correlation region, but no exact relationship was

N76-29838 Rome Univ. (Italy).

INTENSITY CORRELATION OF RADIATION SCATTERED ALONG THE PATH OF A LASER BEAM PROPAGATING IN THE ATMOSPHERE

M. Bartolotti, M. Carnevale (Fondazione Ugo Bordoni, Rome. Italy), B. Crosignani (Fondazione Ugo Bordoni, Rome, Italy), B. Daino (Fondazione Ugo Bordoni, Rome, Italy), and P. DiPorto (Fondazione Ugo Bordoni, Rome, Italy) In AGARD Propagation in the Atmosphere May 1976 9 p. refs (For availability see N76-29815 20-46)

Correlation properties of the electromagnetic field scattered away from the direction of propagation of a laser beam are studied. The correlation could be used for whenever a direct measurement of the scattered intensity is difficult due to background radiation. Correlation measurements are also connected with the scale of atmospheric turbulence

N76-29839 Rome Univ (Italy)
MEASUREMENT OF ATMOSPHERIC ATTENUATION AT

M Bertolotti, M Carnevale (Fondazione Ugo Bordoni, Rome, Italy), B Daino (Fondazione Ugo Bordoni, Rome, Italy), M. Galeotti (Fondazione Ugo Bordoni, Rome, Italy), and D Sette In AGARD Opt. Propagation in the Atmosphere May 1976 7 p (For availability see N76 29815 20-46)

The influence of the free atmosphere on the propagation properties of laser beams has been studied for a communication link through the determination of atmospheric attenuation statistics, and for the effects of turbulence and atmospheric conditions.

N76-29840 Consiglio Nazionale della Ricerche, Frascati (Italy). Ist di Ricerca sulle Onde Elettromagnetiche

MEASUREMENTS OF ANGLE OF ARRIVAL FLUCTUATIONS OF A LASER BEAM DUE TO TURBULENCE

Anna Consortini In AGARD Opt Propagation in the Atmosphere May 1976 8 p. refs (For evailability see N76-29815 20-48)

The angles of arrival fluctuations were measured for a diverging laser beam after propagation through turbulence, firstly through a thin layer of artificial turbulence, then through the atmosphere at near ground levels. In the first case the influence of the position of the layer is put in evidence in the case of the atmosphere approximate values of the inner scale of turbulence and the structure constant are derived by a comparison with the theory of Tatarski.

Author

N76-29841 Plessey Radar Ltd., Cowes (England)
A MULTIPLE SCATTERING CORRECTION FOR LIDAR SYSTEM

J.V. Winstanley and C. Wigmore. In AGARO. Opt. Propagation in the Atmosphere. May 1976. 13 p. refs (For availability see N76-29815-20-46).

Multiple scattering phenomena are treated as effective beam broadening mechanisms. At any given range the amount of beam overlap was greater in the cases of fog and smoke than in clear air. In addition, the amount of beam overlap increased as the optical density increased. A beam broadening correction factor was therefore defined as the ratio of beam overlap in poor visibility conditions to that in clear air. measured at the same range. Experimental ineasurements were made of the beam broadening factors, using a GaAc lider system. The results obtained were expressed as a graph of correction factor versus extinction coefficient for each range element, and were in fair agreement with the theoretical models of Chu and Hogg and Kunkei.

Author

N76-29842 Societe Anonyme de Telecommunications, Paris

MEASUREMENT OF ATMOSPHERIC ABSORPTION BY UTILIZATION OF AN INFRARED SOLAR RADIATION RECEIVER [MEASURES DE L'ABSORPTION ATMOSPHER-IQUE PAR UTILISATION D'UN RADIOMETRE HETER-ODYNE INFRA-ROUGE SOLAJRE]

B Christophe and M. Camus In AGARD Opt Propagation in the Atmosphere May 1976 13 p refs in FRENCH (For availability see N76-29815-20-46)

The physical principles underlying the coherent and incoherent heterodyne detection technique in the middle infraried region were described. The application of this technique to the measurement of atmospheric transparency was illustrated, including presentation of the first results so far available. Transil by Y.J.A.

N76-29843 Naval Resourch Lab. Washington, D.C.
PROPAGATION OF HIGH POWER LABER BEAMS
THROUGH THE ATMOSPHERE: AN OVERVIEW
John N. Hayes In AGARD Opt Propagation in the Atmosphere

May 1976 15 p. refs (For availability see N76 29815 20.48). The major categories of the thermal blooming phenomina endountered in the propagation of high power laser thems in the open atmosphere are developed. The basic physical ideas behind each type of blooming phenomionon are discussed experimental data and theoretical formulation are briefly presunted that show the present state of knowledge. Author

N76-29844 Lincoln Lab., Mass Inst. of Tech. Lexington AN OVERVIEW OF THE LIMITATIONS ON THE TRANSMISSION OF HIGH ENERGY LASER BEAMS THROUGH THE ATMOSPHERE BY NONLINEAR EFFECTS

S Edelberg /n AGARD Opt Propagation in the Atmosphere May 1976 15 p refs Sponsored by ARPA (For availability see N76-29815 20-46)

The important nonlinear effects which limit high energy laser propagation through the atmosphere are reviewed. The two most important effects are thermal blooming (or thermal defocussing) and air breakdown within the beam. A third, less important effect is stimulated raman scattering. The possibility of transmitting laser beams through fogs, clouds or haze by boring holes through these atmospheric media with the laser beam is also reviewed The laser's waveform is considered to be a train of pulses It is shown that the waveform design and other important parameters such as range to the focal plane, aperture and focal spot size. pulse intensity, etc., can be chosen to avoid the thermal blooming of individual pulses and air breakdown. The limit on beam propagation is then caused by thermal blooming due to the cumulative heating by the pulses in the train. An added set of parameters then controls this multipulse blooming including beam slew rate, cross wind velocity, and interpulse spacing Parametric tradeoffs required to satisfactorily control thermal blooming and quantitative results for several parametric choices are sum-

N76-29845 Navai Research Lab., Washington, D.C. NUMERICAL METHODS IN HIGH POWER LASER PROPA-GATION

Peter B. Ulrich In AGARD Opt. Propagation in the Atmosphere May 1976—19 p. refs (For availability see N76-29815-20-48).

Numerical solutions to the complex nonlinear problems of the interaction of high energy lasers with the atmosphere have played an important role in the understanding and development of this important and interesting field. Summarized are the relevant partial differential equations that apply, the kinds of numerical algorithms employed in their solution and representative results of a variety of cases of interest. Comparison with experiment made wherever possible. Other effects which impact the thermal blooming phenomena are also addressed.

N76-29846 Lincoln Lab., Mass. Inst. of Tech. Lexington THE LIMITATIONS IMPOSED BY ATMOSPHERIC BREAK-DOWN ON THE PROPAGATION OF HIGH POWER LASER BEAMS

D. E. Lencioni In AGARD Opt. Propagation in the Atmosphere May 1976 12 p. refs. Sponsored by ARPA (For availability see N76-29815 20-46)

The results of a series of experiments on laser induced air breakdown at 10.6 and 1.06 micrometers are reported. Threshold intensities for breakdown were determined for clean sir, aerosols, and single particles. The clean air threshold was found to be in good agreement with microwave breakdown theory. The presence

of serosol particles was found to lower the threshold by an amount which depended mulnly on particle size and laser pulse length. Only a slight material dependence was found with the one exception of water particles which had the least effect on threshold. The particle induced thresholds were found to scale as wavelength to the minus two power for 100 had pulse lengths. The dynamics of the particle initiated thresholds were studied. For intensities slightly above threshold the plasma grew within the beam as an axisymmetric volume surrounding the particle. At higher intensities the plasma formed as a highly absorbing thin disk which grew redially and propagated back towards the laser.

Author

N76-29847 Lincoln Lab., Mass. Inst. of Tech., Lexington EXPERIMENTAL DETERMINATION OF SINGLE AND MULTIPLE PULSE PROPAGATION

R W. ONeil, H. Kleiman, and H. R. Zwicker. In AGARD. Opt. Propagation in the Atmosphere. May 1976–13 p. refs. Sponsored by ARPA (For availability see N76-29815-20-46).

Thermal blooming of focused single and multiple pulse lasers is considered. Experimental procedures are described to characterize the reduction in far field irradiance observed for pulses whose duration is comparable to and shorter than the acoustic transit time across a focal radius. Experimental measurements of short pulse blooming are compared with a scalar wave theoretical computer model embodying the medium hydrodynamics. Agreement with the short pulse theory is generally good. An experiment was designed to test the quantitative predictive capability of a steady state multiple pulse computer code. Blooming of a multiple pulse beam was measured as a function of absorbed energy and spatial overlap of successive pulses. Agreement between the actual measurements and those predicted by theory was very good.

N76-29848 Defense Advanced Research Projects Agency. Arlington, Va.

COMPENSATED IMAGING

James W. Justice and Raymond P. Uitz, Jr (RADC, Griffiss AFB, N.Y.) In AGARD Opt. Propagation in the Atmosphere May 1976 17 p refs (For availability see N78-29815 20-46)

The presence of the atmosphere degrades the imaging performance of large telescopes. Optical phase distortion imposed by atmospheric turbulence causes a loss in resolution capability of from 10 to 30 times a system's theoretical performance. A compensated imaging approach is reported which allows the retrieval of low contrast information by active adaptation of the telescope system to atmospheric conditions. This is accomplished through the use of real time wavefront sensing coupled with fast response deformable optics. In practice, the wavefront entering the telescope is measured to determine its wavefront deformation (optical path length difference across the aperture) and a mirror is then deformed to the conjugate of the deformations, producing a near diffraction limited image on a sensor. Analysis of the wavefront correction capabilities has been completed.

N76-29849 Consiglio Nazional delle Ricerche, Bologna (italy) DETERMINATION OF SLANT VISUAL RANGE FROM LIDAR SIGNATURES, ANALYSIS OF SIMULATED SIGNATURES

Mario Gazzi, Vittorio Vicentini, Luca Pantani, Bruno Radicati, Leopoldo Stefanutti, and Christian Werner (DFVLR) In AGARD Opt. Propagation in the Atmosphere May 1976 19 p refs (For availability see N76-29815 20-46)

The measurement of the slant visual range by means of lidars involves two main problems: the extraction of the atmospheric extinction coefficient from the lider signature and the calculation of the slant visual range from the extinction coefficient. These problems were solved for the particular situation of a landing in low visibility conditions. An equation was obtained which allows the computation of the visual range from the extinction coefficient in every hour of the day both for extended and point sources. In order to compare the different methods for the extraction of the extinction coefficient from the Ildar signatures some atmospheric situations were simulated on a computer, and the lider equation was calculated. The simulated signatures were then processed by different methods and the results were colleted. A new procedure for the processing of lidar signatures was introduced.

N76-29850 California Univ., San Diego. COMPUTER SIMULATION OF ATMOSPHERIC TURBU-LENCE AND COMPENSATED IMAGING SYSTEMS B. L. McGlamery In AGARD Opt. Propagation in the Atmosphere May 1976 17 p refs (For availability see N76-29815 20-46)

The earth's turbulent atmosphere severely limits the resolution of conventional ground based telescopes. Methods of reducing this limitation for ground based telescopes include post detection processing in which the blurred recorded image is processed to extract information not discernable to the human visual system. and pre-detection compensation in which the wave front deformations are dynamically corrected in the optical system before the image is recorded. Computer simulations of both of these mothods are presented. The simulations demonstrate that the post detection processing method produces only moderate improvement in resolution due to signal to noise limitations while the pre-detection method gives very algorificant improvements. As a part of the simulations, techniques of generating instantaneous realizations of wave fronts deformed by atmospherio turbulence and their corresponding point spread functions are

N76-29851 Optical Science Consultants, Yorba Linda, Calif. HOW MANY PICTURES DO YOU HAVE TO TAKE TO GET A GOOD ONE?

David L Fried In AGARD Opt. Propagation in the Atmosphera May 1976 11 p refs (For availability see N76-29815 20-46)

In shore exposure imaging through turbulence, there is some probability that the image will be nearly diffraction limited because the instantaneous wave front distortion over the aperture was negligible. It is shown that the probability of obtaining a good short exposure image corresponds to a hyperspace integral in which the spatial dimensions are the independent random coefficients in an orthonormal series expansion. It is equal to the probability that a randomly chosen point in the hyperspace will lie within a hypersphere of unit radius, the points in the hyperspace being randomly chosen in accordance with the product of independent Gaussian probability distributions - one distribution for each dimension. The variances of these distributions are

directly proportional to the eigenvalues of the Karhunen-Loave equation. This hyperspace integral (involving up to several hundred dimensions) has been evaluated using Monte Carlo techniques.

N76-29852 National Oceanic and Atmospheric Administration. Boulder, Colo

REMOTE PROBING OF WINDS AND REFRACTIVE TURBU-

LENCE USING OPTICAL TECHNIQUES
S. F. Clifford In AGARTI Opt. Propagation in the Atmosphere
May 1976 10 p. refs (For availability see N76-28815 20-46)

Techniques of measuring wind and refractive turbulence by using both active and passive optical sources are considered. A passive wind sensor was developed that requires no active light source, it responds to fluctuations of light reflected from a target to determine the average grosswind. Finally, progress was made in the application of horizontal path techniques to the problem of remotely sensing wind and refractive turbulence profiles aloft from observations of stellar scintillations. The operational principles of these devices are analyzed and their performances compared to more conventional meteorological instruments.

N75-29853 California Univ; La Jolla.

MEASURED VISIBLE SPECTRUM PROPERTIES OF REAL ATMOSPHERES

S. Q. Duntley In AGARD Opt. Propagation in the Atmosphere May 1976 14 p. ref (For availability see N76-29815 20-46).

Measurements of the visible spectrum properties of the atmosphere which govern the apparent contrast of distant objects have been made from alreaft, spacecraft, and ground stations in various parts of the world throughout the past thirty years Samples of these data are presented and the techniques of measurement that were used are described. Examples are given to illustrate how the data can be used to predict the limiting ranges of detection, recognition, classification, and identification of any specific object by airborne, spaceborne, and ground based observers or imaging devices.

N76-29864 Forschungsinstitut Fuer Optik, Tuebingen (West Garmany

PASSIVE AND ACTIVE ATMOSPHERIC VISION

D. H. Hohn In AGARD Opt. Propagation in the Atmosphere May 1976 8 p refs (For availability see N76-29815 20-46)

The main features of a unique theory of atmospheric passive and active vision for 0,25 micrometer to 14 micrometers are discussed. The signal-to-noise ratio corresponding to the detection of the vision signal, i.e. the apparent radiance of the observation site, is used as the basic physically limiting magnitude. It establishes a general vision formula. Different noise limitations (detentor, device radiation, signal photon noise) were used to derive opecial, more applicable equations. The theoretical results were applied numerically to passive thermal vision. The optimization of optoelectronic vision systems was considered by approaching signal limited photon noise conditions in contradiction to blip conditions, and by using reduced wavelength bands for atmospheric vision. Finally, the problem of defining and measuring characteristic lengths comparable to the visual range 5 was considered.

N76-29855 Physics Lab. RVO-TNO, The Hague (Netherlands). DECREASE OF CONTRAST IN THE ATMOSPHERE: STATISTICAL PRESENTATION OF THE RESULTS OF DAYTIME AND NIGHT-TIME MEASUREMENTS

J. VanSchle and J. Rogge (Roy. Mil. Acad., Brada, Netherlands) In AGARD Opt. Propagation in the Atmosphere May 1976 16 p refs (For availability see N76-29815 20-46)

An outline is given of the model in which the decrease of contrast in the atmosphere in the visible region is described with two parameters: the extinction coefficient and the luminance of the atmosphere; also the distance over which the initial contrast is halved, is introduced. The results of a number of measurements of these parameters, both at day and at night, are presented in the form of several histograms. Some comments concerning the results of the various measurements are given.

N76-29856 Norwegian Defence Research Establishment, Kjeller. BENDING OF RAYS OF LIGHT ABOVE THE SEA BUR-FACE

P. A. Stokseth and A. Nordbryhn In AGARD Opt. Propagation in the Atmosphere May 1976 14 p refs (For availability see N76-29815 20-46)

A temperature difference between the sea and the air above it sets up a stable vertical air temperature gradient in the first few meters above the sea surface. This temperature inhomogeneity causes a similar refractive index gradient. Rays of light passing through this optical inhomogeneous medium are bent, and imaging of objects through this medium may be subject to strong distortion. Such image distortion has been investigated, theoretically and experimentally. The main experimental results were obtained by taking pictures of a suitable test object with a photographic camera and a telephoto lens at 8.2 km range just above the sea surface. From these pictures typical forms and magnitudes of the distortion were found. A mathematical model tracing rays of light through a vertically varying optical medium was used to predict image distortions. The theoretical results have been compared with the experimental results, and good similarity has been found.

N76-29867 Marconi-Elliot Avionic Systems Ltd., Basildon (England).

ATMOSPHERIC LIMITATIONS OF ACTIVE AND PASSIVE NIGHT VISION SYSTEMS

E.G. D. Youngs. In AGARD. Opt. Propagation in the Atmosphere May 1976. 7 p. refs. (For availability see: N76-29815. 20-46).

The ways in which the earth's atmosphere effect the image quality of night vision devices are discussed, and of particular interest here is the effect on apparent contrast. Atmospheric problems are considered that are associated with the use of supplementary illumination. Continuously emitting searchlights are briefly outlined, and techniques associated with pulsed illuminators are considered. A summary is given of a basic mathematical model for such a system.

Author

N76-29858 Eltro G m.b.H., Heldelberg (West Germany).
USING LIDAR FOR MEASURING VISIBILITY
James F. Ruger In AGARD Opt. Propagation in the Atmosphere

May 1976 8 p. refs (For availability see N76-29815 20-46)

The performance of slant visibility equipment and the data processing techniques used, are described. Special attention is given to the correlation data which compares the accuracy of the slant visibility system to that of a recognized transmissometer. Approximately 800 slant visibility readings were compared with the transmissometer visibility data at three different airports in order to obtain the correlation function. The results show that in slant visibility readings, although consistently higher than the transmissometer visibility reading, the factor is always approximately two. Therefore the correlation factor is a constant, and the visibility data plots of the two systems lie exactly parallel to one another.

N76-29859 Deutsche Forschungs- und Versuchsanstelt füer Luft- und Raumfahrt, Oberpfaffenhofen (Wast Germany). THE INFLUENCE OF THE ATMOSPHERE BETWEEN HELICOPTERS AND GROUND-TARGETS ON THE DOWNWARD AND UPWARD VISIBILITY

H.-E Hoffmann In AGARD Opt. Propagation in the Atmosphere May 1976 16 p refs (For availability see N76-29815 20-46)

During some preliminary visibility sin-to-ground and ground-to-air tests in autumn 1974, the maximum detection range and the maximum recognition range were determined A Leopard tank, a 1.5 t military truck and a special test board were observed from air to ground. The experiments took place only at standard visibilities between 36 and 57 km - the maximum detection range ground-to-air was between 8 and 12 km larger than the maximum detection range air-to-ground. The maximum recognition range air-to-ground was up to 2 km smaller than the maximum detection range. The maximum detection range for observations of a special test board was smaller than that for observations of the 1.5 t military truck. The maximum recognition ranges, however, determined at observations of the test board and of the 1.5 t military truck did not differentiate significantly from each other.

51 LIFE SCIENCES (GENERAL)

Includes genetics

N75-23064# Advisory Group for Aerospace Research and Development, Paris (France).

MEDICAL REQUIREMENTS AND EXAMINATION PRO-CEDURES IN RELATION TO THE TASKS OF TODAY'S AIRCREW: EVALUATION OF THE SPECIAL SENSES FOR

FLYING DUTIES G. Perdriel, ed. Feb. 1975 94 p. refs. in ENGLISH, partly in

FRENCH Presented at Aerospace Med Panel Meeting, Naples, 16-20 Sep. 1974

(AGARD-CP-152) Avail: NTIS HC \$4.75

Medical requirements and examination procedures in relation to sensory tasks of aircrews are reported. For individual titles, see N75-23085 through N75-23097.

N75-23065 Advisory Group for Aerospace Research and Development, Paris (France)

MEDICAL REQUIREMENTS AND EXAMINATION PRO-CEDURES IN RELATION TO THE YASKS OF TODAY'S AIRCREW: INTRODUCTORY REMARKS

Aristice Scano In Its Med. Requirements and Exam. Procedures in Relation to the Tasks of Today's Aircrew Feb. 1975—3 p refs (For availability see N75-23084-14-51)

The medical and aptitudinal selection of sirgrew and periodical examinations of their physiopsychological efficiency are necessary to define better fitness in relation to perceptive capacities, to standards for visual and hearing devices, and to intelligibility of speech transmitted to the aircrew in flight.

N75-23066 Aerospace Medical Research Labs., Wright-Patterson

EVALUATION OF ROLL AXIS TRACKING AS AN INDICA-TOR OF VESTIBULAR/SOMATO SENSORY FUNCTION

A. M. Junker and C. R. Replogle In AGARD Med. Requirements and Exam. Procedures in Relation to the Tasks of Today's Aircraw Feb. 1975 B p refs (For availability see N75-23084 14-51)

To learn more about the effects of vestibular/somato sensory information upon visual motor control, a roll axis tracking simulator was developed. A description of this simulator, including the ability to run with and without motion dues, is given. Large amplitude roll angle motion dues were used. The effects of various plant dynamics, relating to plant complexity on tracking performance, are discussed. For a particular set of plant dynamics requiring a considerable amount of lead compensation, it is shown that subjects perform significantly better with the presence of motion cues. It has been suggested that primarily vestibular system contributions allow motion cues to aid pilot performance.

N75-23087 Institute of Aviation Medicine, Fuerstenfeldbruck

THE EFFECTS OF PURE YONE HEARING LOSSES ON AVIATORS' SENTENCE INTELLIGIBILITY IN QUIET AND IN AIRCRAFT NOISE

G. R. Froelich In AGARD Med. Requirements and Exam. Procedures in Relation to the Tasks of Today's Aircrew 1975 4 p (For availability see N75-23084 14-51)

Pure tone audiometry remains the basis for the acceptance of applicants as well as the annual follow-ups of rated pilots. Speech audiometry in quiet is very afficient for the essessment of disability for compensation and the selection of hearing aids, but not for decisions on deafened alicrew. Present audiometric standards for rated aircrew make sure that aviators with hearing losses admitted by standards have no difficulties with inflight voice communication. The decision on the disposal of experienced but desfened sircrew should be based on the discrimination of connected speech in the presence of a background aircraft

N75-23088 Naval Aerospace Medical Research Lab., Pensacola, Acoustical Sciences Div.

ASSESSING AN AVIATOR'S ABILITY TO HEAR SPEECH IN HIS OPERATIONAL ENVIRONMENT
Carl E. Williams, James D. Mosko, and James W. Greene In

AGARD Med. Requirements and Exam. Procedures in Relation to the Tasks of Today's Aircrew Feb. 1975 10 p refs (For availability see N75-23084 14-51)

The use of multiple word test Items is analyzed whether it influences the intelligibility function of test words relative to their presentation as single word test items and whether such items provide a sensitive measure of an individual's ability to hear speech in aircraft acoustical environments. High quality tape recordings were constructed of single, double, and triple word test items from six monosyllabic word lists of the Modified Rhyme Test (MRT), a multiple choice intelligibility test. The test words were incorporated in a carrier phrase somewhat analogous to typical aircraft radio messages. The recorded lists were mixed with shaped noise and played back to a group of listeners at three signal-to-noise ratios. At the two best signal-to-noise ratios (+4 db and 0 db), there was little difference in overall listener performance for the single, double, and triple word test items

N75-23089 Army Aeromedical Research Lab., Fort Rucker, Ala. CHARACTERISTICS OF NEW GENERATION MILITARY NOISE CANCELING MICROPHONES

Robert T. Camp, Jr., Ben T. Mozo, and James H. Patterson In AGARD Med. Requirements and Exam. Procedures in Relation to the Tasks of Today's Aircraw Feb. 1975 6 p (For availability see N75-23084 14-51)

Military voice communication systems have two undestrable characteristics: (1) they have excessive distortion that causes low intelligibility; and (2) they emit excessive noise which constitutes an acoustic hazard to military personnel. A prototype voice communication system is developed that includes a new generation noise cancelling microphone. Results of a test are presented to show that near field linearity and improved noise cancelling characteristics are the desired characteristics of future noise cancelling microphones.

N75-23090 Centre Principal d'Expertises Medicales du Personnel Navigant, Paris (France).

THE ROLE OF VOCAL AUDIOMETRY IN THE SELECTION OF NAVIGATION PERSONNEL [LA PART DE L'AUDIOMET-RIE VOCALE DANG LA SELECTION DU PERSONNEL NAVIGANT

P. Bland and J. D. P. Bastlen. In AGARD. Med. Regulrements and Exam. Procedures in Relation to the Tasks of Today's Aircrew Feb. 1975 3 p in FRENCH (For availability see N75-23084

Different clinical procedures and functions of examining and diagnosing hearing problems of navigation personnel are discussed. Data are given on localization of deafness, physiological surviellance of navigation personnel problems, and standards for normal serial security. The application of these methods to personnel selection are also examined. Transl. by E.H.W.

N75-23091 Erlangen-Nuremberg Univ. (West Germany). Dapt. of Physiology

OBJECTIVE ELECTROPHYSIOLOGICAL MEASUREMENTS OF EAR CHARACTERISTICS, INTELLIGIBILITY OF VOWELS AND JUDGEMENT OF THE STAGE OF ATTENTION
Manfred Spreng In AGARD Med. Requirements and Exem.

Procedures in Relation to the Tasks of Today's Aircrew 1975 10 p refs (For availability see N75-23084 14-51)

The influence of short time annoying noise upon evoked human responses can be demonstrated if the noise reaches intensities around 70 db. Ear characteristics measured show objectively the behavior of the individual ear in the range above the increased thresholds. Based upon their course compensating hearing side can be adapted which do not only amplify in a variable degree but also may show even a range of attenuation with increasing sound pressure levels in some special cases of recruitment. Using computer generated vowels as exactly triggered stimuli evoked responses have been recorded with a 16 to 37% increase compared with speech noise stimulation of equal intensity near threshold. First trials are reported to select the single responses corresponding to the FFT-EEG spectra, thus, overcoming the influence of different stages of attention. By this means new date may be gathered concerning the change of evoked potentials from change of attention doing additional tasks, having multisensory input or succumbing sedation. Author

N75-23092 Italian Air Force Medico-Legai Inst., Milen.
THE IMPORTANCE OF THE DOSAGE OF THIOCYANATES IN URINE AND BLOOD OF FLYING PERSONNEL FOR THE PREVENTION OF DISEASES OF VISUAL FUNCTION

G. Durazzini, F. Zazo, and G. Bertoni (Milan Univ.) In AGARD Med. Requirements and Exam. Procedures in Relation to the Tasks of Today's Aircrew Feb. 1975 5 p. refs (For availability see N75-23084 14-51)

The relationship between the quantity of cyanides introduced into the organism with smoke, the increase of thiocyanides in organic fluids (blood and urine) and any impairment of the multiple and complex functions of the optic nerve was considered. The amount of thiocyanides present was measured in a group of healthy non-smokers and no significant increase of thiocyanides was found, either in the urine or in the blood and for comparative purposes on another group of healthy smokers in whom a clear increase in the average thiocyanide values was found, aspecially in urine and in proportion to the number of cigarettes smoked. in comparison with non-smokers. Particular tests of central and peripheric visual function showed slight impairments or results at the lower limits of the normal score (particularly in the test of visual acuteness in reduced lighting and in mesopic campimetry) in 50% of the subjects smoking more than 10 digarettes laverage quantity of thiocyantes in urine : 9.3 mg/l).

N75-23093 Duniap and Associates, Inc., la Jolia, Calif. EVALUATION OF THE SPECIAL SENSES FOR FLYING DIFFICERS (LSOS)

C. A. Brictson In AGARD Med. Requirements and Exam. Procedures in Relation to the Tasks of Today's Aircrew Feb. 1975 8 p. refs (For availability see N75-23084 14-51)

The job of the landing signal officer is to provide for the safe and expeditious recovery of aircraft aboard ship. Perceptual abilities related to job performance were identified and used as a basis to select a preliminary battery of perceptual tests which was administered to qualified LSOs and trainees. Results indicate that LSOs may be differentiated on the basis of perceptual style on a field independence dimension. Suggestions for validation of the test battery against LSO performance criteria are presented and reviewed.

N75-23094 Naval Aerospace Medical Research Lab., Pensacola, Fla. Aerospace Psychology Dept.

AIR-TO-AIR VISUAL TARGET ACQUISITION

James E. Goodson In AGARD Med. Requirements and Exam.

Procedures in Relation to the Tasks of Today's Aircrew Feb.

1976 9 p refs (For svallability see N75-23084 14-51)

A most critical element of tactical advantage in the air combat anvironment is the early visual acquisition and continued visual reacking of airborne targets. Little data are available which relate specific visual functions or tests to air-to-air performance ability. Initial visual acquisition of airborne targets usually occurs at distances far less than calculated visibility ranges. Further, many targets go undetected even though they pass well within the acquisition range. There appears to be great variability among aviation personnel in visual acquisition performance. However, potential procedures for either selecting or training personnel for this special ability have not been validated against inflight performance criteria.

N75-23095 Centro di Studi e Ricerche di Medicina Aeronautica 3 Spaziale, Rome (Italy).

VISUAL ACUITY OF ASTIGMATIC SUBJECTS AND FITNESS TO AIR FORCE SERVICE

Paolo Rots and Carlo Terrana In AGARD Med. Requirements and Exam. Procedurer in Relation to the Tasks of Today's Aircrew Feb. 1975 3 p. refs (For availability see N75-23084 14-51)

Visual acuity in different axes was studied in astigmatic subjects, and its importance is considered, in view of fitness in flight and on ground special tasks. The research was carried out by means of optotypes made with Landolt rings, on purpose redesigned, for distant and near vision.

Author

75-23096 School of Aerospace Medicine, Brooks AFB, Tex. Ophthalmology Branch.

MICROSTRABISMUS IN FLYING PERSONNEL (DIAGNOSIS AND DISPOSITION)

Thomas J. Tredici In AGARO Med. Requirements and Exam. Procedures in Relation to the Tasks of Today's Aircrew Fab. 1975 10 p. refs (For availability see N75-23084 14-51)

It is considered of paramount importance for the aviator to have the ability to accurately perceive depth and judge distances. One of the important elements contributing to his depth perception is stereopsis. The United States Air Force (USAF) depth perception tests are in reality tests of stereopsis. Examiners are aware that a number of trained aviators slews have difficulties in pessing, these stereoscopic tests. In the pest those who failed these tests but had straight eyes and normal visual acuity were thought to have idiopathic partial lack of stereosculty, most likely on a central basis. Recently developed subtle diagnostic motility techniques have revealed that many of these airmen in reality

have a small degree of strabismus (crossed eyes). Presently, this condition is known as microstrabismus or microtropia.

Autho

N75-23097 Amsterdam Univ. (Notherlands).
LINEAR ACCELERATION PERCEPTION THRESHOLD
DETERMINATION WITH THE USE OF A PARALLELSWING

A. J. Greven, W. J. Oosterveld, and W. J. A. C. Rademakers. In AGARD. Med. Requirements and Exam. Procedures in Relation to the Tasks of Today's Aircrew. Feb. 1975. 4 p. refs. (For availability see N75-23084.14-51)

The perception of linear acceleration in humans is discussed. The parallel swing -as a tool to collect data on the functioning of the otolithic system- is described. In twelve human subjects experiments were conducted with the parallel swing in order to determine the threshold of porception for movements of this swing. The effect of different body positions on this threshold was also determined. In another series of experiments the amplitude of the sinusoidal compensatory eye movements was investigated when the swing was oscillating with an amplitude of 12.5 cm, as well as with an amplitude of 25 cm. Author

N75-24297# Advisory Group for Aerospace Research and Development, Paris (France).

MEDICAL REQUIREMENTS AND EXAMINATION PRO-CEDURES IN RELATION TO THE TASKS OF TODAY'S AIRCREW: COMPARISON OF EXAMINATION TECH-NIQUES IN NEUROLOGY, PSYCHIATRY AND PSYCHOLOGY WITH SPECIAL EMPHASIS ON OBJECTIVE METHODS AND ASBESSMENT CRITERIA

H. Oberholz, ed. (Flugmedizinisches Inst der Luftwaffe, Fuerstenfeldbruck, West Germany) Mar 1975-100 p refs in ENGLISH: partly in FRENCH Presented at the Aerospace Medical Panel Masting, Naples, 16-20 Sep. 1974 (AGARD-CP-153) Avail: NTIS HC \$4.75

Papers presented at the conference are given Topics discussed include Rorschach tests, computer measurement of complex performance, nonvisual task processing, pulse wave velocity and psychophysiological reaction patterns, cutecholamine excretion from air cadets, flight fitness, fast analytical techniques for the EEG, impact of multivariate analysis on the aviation selection, psychia health and flying fitness examinations, and military aviation psychiatry and neurology. For including titles, see N75-24298 through N75-24309

N75-24298 Advisory Group for Aerospace Research and Development, Paris (France).

TEST FOR QUICK AND EARLY DETECTION OF PSYCHIC SYNDROMES MORE FREQUENT IN THE AIR FORCE PERSONNEL

Luigi Longo (Italian Air Force Appeal Medical Board) In its Med. Requirements and Exem. Procedures in Relation to the Tasks of Today's Aircrew Mar. 1975 4 p refs (For availability see N75-24297 15-51)

Results and observations are presented which are derived from a test known as a 'test of three random dots'. The test was used to detect early symptoms and psychopathological tendencies in order to prevent their development. The following points were considered in analyzing the results of the tests the order of distribution of the 3 dots, the type of figure gained by joining the 3 dots, the maximum distance between the lateral dots, and the quadrant of paper in which the center of the figure appears.

M.J.S.

N75-24299 Advisory Group for Aerospace Research and Development, Paris (France).

ADMINISTRATION OF THE RORSCHACH TESTS TO A SAMPLE OF STUDENT PILOTS TRAINING APPRENTICESHIP [COMPORTEMENT AU TEST DE RORSCHACH D'UN ECHANTILLON D'ELEVES PILOTES EN PHASES SUCCESSIVES D'APPRENTISSAGE]

Fabrizio Sparvieri (Schools of the Italian Air Force) In its Med Requirements and Exam. Procedures in Relation to the Tasks of Today's Aircrew Mar 1975 3 p. refs. In FRENCH (For availability see N75-24297 15-51)

The Roschach Test was administered to 138 student pilots, 77 were in ecademic training and 61 were in flying training. Stress and fatigue effects on the quality of student response were compared it was determined that students in flying training supplied more answers, but of less quality than those in academic training. It was suggested increased psychological stress and fatigue induced by flight situations was the cause of such responses.

Transl by E.H.W.

N75-24300 Navat Aerospace Methical Research Labi, Pensacola

COMPUTER MEASUREMENT OF COMPLEX PERFORM-

Richard S Gibson In AGARD Med Requirements and Exam Procedures in Relation to the Tasks of Today's Aircrew Mer 1975 7 p. refs (For availability see N75-24297-15-51)

A series of computer controlled performance measurement tests using response latency measures were developed. Three types of performance tasks were used in these tests an experimenter paced complex discrimination task, a subject-paced complex discommanda task and an experimenter baced stress task Each task is capable of boing presented separately or in conjunction with other tasks. This quality permits the assessment of performance changes as the test environment is changed from a simple single task situation to an increasingly complex multiple task situation. The results indicate that response times under complex conditions are much longer than under simpler task conditions. Task interactions and the need to divide attention presidy increase the time required to respond to any test situation. Some individuals appear to be more able to cope with time-shared conditions than others. In general, the data indicate that much of the traditional human performance data may grossly overestimate performance levels obtainable under real-world conditions.

N75-24301 Organization for Health Research, TNO. Amsterdam (Natherlands). Lab for Ergonomic Psychology. CHANGES IN VISUAL EVOKED RESPONSE BY NON-VISUAL TASK PROCESSING

J. L. Blom. In AGARD Med. Requirements and Exam. Procedures in Relation to the Tasks of Today's Aircrew. Mar. 1975. 11 p. refs (For availability see N75-24297. 15-51).

The influence of an auditory binary choice task on the visual evokud response (VER) in man is analyzed. The separation of task and test stimulus and the processing techniques used enabled the demonstration of a significant difference between task and resting conditions, especially in the amplitude levels of wave IV. These observations, together with data from literature form the basis of a neurophysiological hypothesis advanced to explain the responsable mechanisms. It is postulated that, in the waking state, the reticular formation can only be in two states designated resting and busy, which are responsible for the cortical processing of information. The busy state occurs when information is processed and is maintained by cortico-reticular activity during this state. If this activity has been maintained during a certain period of time, return to the resting state is delayed, changing the VER in the period immediately following mental activity

Autho

N75-24302 Organization for Health Research, TNO, Amsterdam (Netherlands) Lab for Ergonomic Psychology.

PULSE WAVE VELOCITY OVER THE VASCULAR WALL AS A MEANS FOR DISTINGUISHING BETWEEN DIFFERENT PSYCHOPHYSIOLOGICAL REACTION PATTERNS TO A MENTAL TASK

C.H.J. M. Opmeer. In AGARD. Med. Requirements and Exam. Procedures in Relation to the Tasks of Today's Aircrew. Mar. 1975. 7 p. refs (For availability see N75-24297.15-51).

The influence of a quentitative task of a predominantly mental nature on pulse wave valicity (PWV) was invostigated. The time which the pulse wave (caused by the pumpling action of the heart) needed to travel along the vascular wall (from heart to right ear lobe) generally decreased (i.e. PWV increased) during a 75 choices per min - tack it seems possible to distinguish two groups, those subjects showing a decreased PWV (supposed to indicate arterial vasconstriction), and those showing an increased PWV (supposed to be caused by vascidilation). The continuous PWV-time series appears to be quite irregular (mean SD 16 ms) A Fourier analysis performed on these data indicates that the observed increase in the number of oscillations during a heavy task is due to an influence of augmented respiratory rule during this task.

N75-24303 Centro di Studi e Ricerche di Medicina Aeronautica e Spaziale, Rome (Italy).

CATECHOLAMINE EXCRETION FROM AIR CADETS

G Paolucci and G. Blundo in AGARD Med. Requirements and Exam. Procedures in Relation to the Tasks of Toulay's Aircraw Mar. 1975. 3 p. refs. (For availability see N75-24297. 15-51).

As every stress can produce rise on catecholamine rate (as adrenal gland response), these substances in aviators during training were analyzed, in order to establish whether the flight could have some influence in their output. The assessment of

the data obtained results in the conclusion that, in air cadets, first flying missions act as a stress, since the catecholamine oxiciation increases 4 times in comparison with basic values, collected during nonflying duty.

Author

N75-24304 Ceritro di Studi e Ricerche di Medicina Aeronautica e Spaziale, Rome (Italy)

FLIGHT FITNESS AND PSYCHO-PHYSIOLOGICAL BEHAV-IOR OF APPLICANT PILOTS IN THE FIRST FLIGHT MISSIONS

Cesare A Remacci and Paolo Rote In AGARD Med Requirements and Exam Procedures in Relation to the Tasks of Today's Aircrew Mar 1975 8 p. refs (For availability see N75-24297 15.51)

The psycho-physiological behavior of 73 applicant pilots was studied during the flights of a basic training course. On ground and during the 1st. 7th. and 15th mission, the trainess carried out srithmetic calculation consisting of progressiv's subtractions, and tracked a given outline. In the same missions, in a few trainess, heart rate was continuously recorded with magnetic tape electrocardiograph, and related to flight tasks. The data obtained are discussed with respect to the results of flight final tests, preliminary psychological selection, and previous flight experiences in order to evaluate their importance to flight fitness assessment.

N78-24305 Royal Air Force Inst. of Aviation Medicine. Farnborough (England). SOME FAST ANALYTICAL TECHNIQUES FOR THE EEQ.

G H Byford In AGARD Med Requirements and Exam Procedures in Relation to the Tasks of Today's Aircrew Mar. 1975 10 p refs (For availability see N75-24297 15-51)

Three fast single or multichannel techniques were developed and investigated. The shape and size of an electrical signal may be described by means of the amplitude probability density. This statistical characteristic can be calculated on-line for several channels simultaneously, and techniques are available to detect significant differences between one epoch and another of the same channel, or between epochs from different channels. Using a small analogue computer, the signal from a single channel may be divided into 5 frequency bands approximating the accepted physiological definitions; for each, the time course of the integral of signal variance is then plotted automatically at up to 16 times real-time, and the slopes of the curves used to obtain numerical indices of change in eeg activity. It is intuitively satisfactory to describe the eeg in terms of amplitude, frequency and time, but no simple graph will display the in-terrelationship between these 3 variables. The power spectial density describes the relationship between frequency and amplitude in one epoch, successive spectra can be organized so as to produce a 3 dimensional display, and a technique based on the fast Fourier transform was devised which will satisfactorily decrease the spectral density computer time, by a factor of up to 100. In order to carry out these calculations with adequate speed, a hybrid computing system, was developed which may be controlled either from an on-line experiment or from an index placed on one track of an analog FM recording; results are presented as graphs or printed tables.

N78-24306 Naval Aerospace Medical Research Lab., Pensacola, Fia

IMPACT OF MULTIVARIATE ANALYSIS ON THE AVIATION SELECTION AND CLASSIFICATION PROCESS

Norman E Lans and Resalte K Ambler In AGARD Med Requirements and Exam Procedures in Relation to the Tasks of Today's Aircrew Mar 1975 7 p refs (For availability see N75-24297 15-51)

Continuous quality control which has evolved from the massive use of multivariate statistical techniques made possible by modern computer technology is described along with the selection and classification process from the first coarse screen at widely separated procurement points through the first fleet assignment. Emphasis is on the role of multivariate analysis in the development of statistical forecasts of performance for various points in time within each training option. Among the multivariate techniques that were employed are factor analysis, multiple group discriminant function, and multiple regression analysis. Multiple regression analysis is the most productive and is the principal technique currently used to produce the many series of successive prediction. equations which combine quantitative and qualitative data from numerous sources. Comparisons of the multiple regression. prediction model with other techniques are made and refinements developed in use of this technique are discussed. These refinements are concerned with minimizing the impact of sampling error on validity, the handling of potential suppressors, and the development of decision rules for variable selection. These decision rules encompass the practical demands of the training situation as well as the mathematical properties of the potential predictors.

Author

N75-24307 Direction des Recherches et Moyens d'Essais, Paris (France)
STANDARDIZATION OF OBJECTIVE MEDICO-PSYCHIATRIC QUESTIONNAIRE IN THE FRENCH ARMY

STANDARDIZATION OF OBJECTIVE MEDICO-PSYCHIATRIC QUESTIONNAIRE IN THE FRENCH ARMY [UN QUESTIONNAIRE MEDICO-PSYCHIATRIQUE OB-JECTIF STANDARDISE DANS L'ARMEE FRANCAISE]

Louis Crooq In AGARD Med. Requirements and Exam Procedures in Relation to the Tasks of Today's Aircrew Mar. 1975 7 p in FRENCH (For availability see N75-24297 15-51)

An objective questionnaire based on data from the psychiatric, neurological, medical, and social history was developed and administered to French Army personnel. Upon completion and verification, the questionnaire is used for initial selection, facilitation of clinical exemination and psychological interview, for prognosis of later adaptation, and for easier statistical evaluation and computerization of data. The possible development of a mental hygiene data storage bank from such material was examined Data are also used to select personnel for specific missions and jobs.

Transit by E.H.W.

N75-24308 Institute of Aviation Medicine, Fuerstenfeldbruck (West Germany).

PSYCHIC HEALTH: A QUANTITE NEGLIGEABLE IN FLYING FITNESS EXAMINATIONS

H. P. Goerres In AGARD Med. Requirements and Exam.
Procedures in Relation to the Tasks of Today's Aircrew Mar.
1975 6 p refs (For availability see N75-24297 15-51)

After a comparative enalysis of possibilities and results of aptitude diagnoses so far applied to applicants by aviation psychologists, experiences gained in routine and psychological follow-up examinations are reported. Various suggestions for the accomplishment of periodic psychologic examinations in the German Air Force are offered and discussed, emphasizing practicability and effectiveness of the different possibilities in detail. It is shown that examinations of this kind could be conducted by the German Air Force without additional expenditures in personnel, provided certain organizational prerequisites are met.

N75-24309 Royal Air Force Central Medical Establishment, London (England).

SIXTEEN YEARS EXPERIENCE IN MILITARY AVIATION PSYCHIATRY AND NEUROLOGY

P. J. OConnor In AGARD Med Requirements and Exam.
Procedures in Relation to the Tasks of Today's Aircrew Mar
1975 3 p. refs (For availability see N75-24297 15-51)

The wastage of aircrew due to psychiatric causes is discussed. One approach to psychiatric selection is to forecast how a cadet will withstand the stress of flying on the evidence of his previous life history, the approach was investigated. Two ways of tackling psychiatric wastage are found to be the physiological measurement of the cadet's ability to adapt to stress, and the acceptance of the fact that the only test for fitness for flying is the flying itself. It is found that neurological wastage of aircrew a much smaller than psychiatric wastage, and that routine electroencephalography may futher reduce neurological wastage by identifying those likely to develop epilepsy.

Author

N75-26778# Advisory Group for Aerospace Research and Development, Paris (France).

ELECTRO-OPTICAL SYSTEMS

May 1975 142 p refs (AGARD-LS-76) Avail: NTIS HC \$5.76

Military applications of optic-electronics are reported. The design and application of display devices including helmet mounted devices are discussed. The design and limitations of cockpit and display devices are described for human factors engineering. For individual titles, see N75-28779 through N75-28787.

N75-26779 Hughes Aircraft Co., Culver City, Calif.
LASER AND LOW LIGHT LEVEL TELEVISION SYSTEMS

Richard D. Hudson, Jr. and Jacqueline W. Hudson (Arjay

Associates, Encino, Calif.) In AGARD Electro-Opt Systems May 1975 14 p. rofs (For availability see N75-26778 17-70)

A system-priorition discussion is presented of the design of typical electro-optical systems. Laser rangefinders, laser target designators, and low light level television systems are described as examples of active and semilactive systems. Design equations are developed from first principles but in a way that emphasizes the physical nature of the quantities involved. Several examples of designs are carried out in detail so as to illustrate the manner in which a typical system design proceeds.

N75-26780 Marconi-Elliott Avionic Systems Ltd., Rochester (England)

THE APPLICATION OF DISPLAYS IN NAVIGATION/

J. T. Shepherd In AGARD Electro-Opt. Systems May 1975 19 p (For availability see N75-26778 17-70)

The use of display systems during the navigation/attack phase of an aircraft mission is outlined. The types of display used and their advantages and limitations are discussed.

Author

N75-26761 Hughes Aircraft Co., Culver City, Calif FORWARD LOOKING INFRARED SYSTEMS

Richard D. Hudson, Jr. and Jacqueline W. Hudson (Arjay Associates, Encino, Calif.) In AGARD Electro-Opt. Systems May 1975 12 p. refs (For availability see N75-26778 17-70)

A system-oriented discussion is provided of the design of typical electro-optical systems. Forward looking infrared systems, unlike those described earlier, are an example of a passive sensor system. Design equations are developed from first principles but in a way that emphasizes the physical nature of the quantities involved. The system design process is described and analyzed with emphasis on the tradeoffs that can be made during a design. The advantages of designing with background-limited (Bilp) detectors are described. A sample design is provided so as to illustrate the manner in which a typical system design proceeds.

N75-26782 Marconi-Elliott Avionic Systems Ltd., Rochester (England).
HELMET MOUNTED SIGHTS AND DISPLAY SYSTEMS

J. T. Shepherd In AGARD Electro-Opt. Systems May 1975 13 p (For availability see N75-26778 17-70)

The design and capabilities are reviewed of helmet mounted sights and display systems in the context of a modern navigation/ attack.

Author

N76-26783 EMI Electronics Ltd., Feltham (England). Ergonomics Lab.
OPTO-ELECTRONIC SYSTEMS: PERCEPTUAL LIMITA-

TIONS AND DISPLAY ENHANCEMENT
A. A. Clarke In AGARD Electro-Opt. Systems May 197

A. A. Clarke In AGARD Electro-Opt. Systems May 197 12 p refs (For availability see N75-26778 17-70)

Sensor-display combinations are described which show how they may be designed to extend the limits imposed by the operators perceptual capabilities and environment it is shown that CRT displays are the most appropriate and a discussion of the various display enhancement techniques are included.

Author

N75-26784 Air Force Flight Dynamics Lab., Wright-Patterson AFB, Ohio.
TOTAL COCKPIT IMPLICATIONS OF ELECTRO-OPTICAL DISPLAYS.

John M. Reising In AGARD Electro-Opt. Systems May 1975 16 p refs (For availability see N75-26778 17-70)

The implications for using electro-optical displays to replace many of the electro-mechanical instruments are discussed. A short history of cockpit development is given to show the growth of cockpit instrumentation. After discussing the F-111 as an example of a modern electro-mechanical cockpit, the question is asked. Where do we go from hera? Early developments in electro-optical cockpits are reviewed and current research programs are discussed. The unique impacts of electro-optical displays in the design of both close air support and air superiority aircraft are examined in detail. Finally, the future of the electro-optical cockpit is discussed and conclusions reached as to its viability.

N75-28785 EMI Electronics Ltd., Feitham (England) Ergonomics Lab.
TWO WORLD DISPLAYS: HUMAN ENGINEERING ASPECTS

A. A. Clarke In AGARD Electro-Opt. Systems May 1975 8 p refs (For availability see N75-26778 17-70)

The known information requirements are described for aircrew under three particular mission constraints and shows possible display formats and illustrates applications.

N75-26786 Naval Research Lab., Washington, D.C. OPTICAL FIBER APPLICATIONS

A. Fenner Milton In AGARD Electro-Opt. Systems May 1975 21 p (For availability see N75-26778 17-70)

Optical fibers for communication and data transmission are reported. Military applications of the fiber optic links are shown. The principal methods of making optical fibers with a lower index cladding are included. MCF

N76-26787 British Aircraft Corp., Warton (England). Military AIRCRAFT DESIGN IMPLICATIONS OF OPTO-ELECTRONIC

SYSTEMS W. I. McFarlane In AGARD Electro-Opt. Systems May 1975

22 p (For availability see N75-26778 17-70)

The application of electro-optical systems to low level aircraft and helicopters is discussed with particular emphasis on the installational problems of weight, drag, the need for transparencies, and power and cooling requirements. In addition the need for integration and matching of these systems with other equipments. weapons and each other is illustrated from the point of view of optimizing the overall weapon system. Finally an objective is stated whereby these new developments can be integrated to maximize the usefulness of the crew by providing them with the right information from the right sensor on the right display at the right time for them to take executive action.

N75-27685# Advisory Group for Aerospace Research and Development, Paris (France).

VIBRATION AND COMBINED STREESES IN ADVANCED

Henning E. VonGierke, ed. (AFSC) Mar. 1975 272 p. refs. In ENGLISH; partly in FRENCH Presented at the Aerospace Med. Panel Specialists Meeting, Osio, 22-23 Apr. 1974 (AGARD-CP-145) Avail: NTIS HC \$8.50

Operational vibration environments and their psychophysiological effects on performances of crews of aircraft, land vehicles, and ships are studied. For individual titles, see N75-27688 through N75-27713.

N75-27686 Royal Air Force Inst. of Aviation Medicine, Fernborough (England).

AIRCREW ASSESSMENT OF THE VIBRATION ENVIRON-MENT IN HELICOPTERS

B. H. Rance and J. W. Chappelow In AGARD Vibration and Combined Stresses in Advan. Systems Mar. 1975 7 p. refs (For availability see N75-27685 16-51)

A survey of military helicopter crews was carried out to determine the scope and nature of problems due to vibration. Three hundred questionnaires were completed. The chief consequences of vibration were discomfort and difficulty in reading displays. The occurrence of these effects was associated with significant increases in reported fatigue. The major effects were, mainly confined to the larger aircraft. Most of the reports from Royal Navy helicopters were associated with hovering or transition to or from the hover; turbulence was found to increase the number of reports of vibration effects. Loading of the sircraft was not found to cause any increase in the number of reports.

N75-27687 Max-Planck-Institut fuer Londarbeit und Landtechnik, Bad Kreuznach (West Germany).

HUMAN EXPOSURE TO WHOLE-BODY VIBRATION IN MILITARY VEHICLES AND EVALUATION BY APPLICATION OF 180/DIS 2631

Heiririch Dupuls In AGARD Vibration and Combined Stresses in Advan. Systems Mar. 1975 7 p refs (For availability see N75-27685 18-51)

The vibration strain of soldiers and test drivers in military vehicles concerns mainly those reactions which, by the way of influencing the sensation and motoric coordination, can decrease the human performance when operating vehicles and carrying out military tasks. So especially visual sensation will be influenced by vibration stress. Furthermore, vibration at high amplitude in certain frequency ranges may lead to injuries to health. Results of vibration measurements in 13 wheeled vehicles, 3 tanks and 2 ambulances show that the vibration stress under certain conditions may be very high. By the use of national and international standards the measured vibration stress is evaluated. As consequences of these results technical improvements and daily exposure time limits are proposed.

N75-27688 Surface Effects Ship Project Office, Bethesda, Md. CREW PERFORMANCE REQUIREMENTS IN THE VIBRA-TION ENVIRONMENTS OF SURFACE EFFECT SHIPS

Aifred Skolnick In AGARD Vibration and Combined Stresses in Advan. Systems Mar. 1975 22 p refs (For availability see N75-27685 18-51)

Basic requirements and habitability standards are studied for designing surface effect ships employing a self generated outhion of air for lift support with vertical motion centering in the 0.2 to 3.0 Hz region. Emphasis is placed on vibratory loads and crew performance. Using empirical data from 100-ton testcraft and motion predictions from a 2000-ton SES math model, a simulated pilot house is stimulated to portray ship response characteristics at various speeds in diverse ses states. Results of these motion simulations and selected critical crew tasks conducted during the tests for up to four hour intervals are discussed. Author

N75-27689 Royal Air Force Inst. of Aviation Medicine, Farnborough (England).

THE TRANSMISSION OF ANGULAR ACCELERATION TO THE HEAD IN THE SEATED HUMAN SUBJECT G. R. Barnes and B. H. Rance In AGARD Vibration and Combined

Stresses in Advan. Systems Mar. 1975 7 p refs (For availability see N75-27685 18-51)

Sinusoidal angular oscillation in yaw of seated human subjects, both restrained and unrestrained, has demonstrated that responses of significant amplitude may be elicited in all three head exes. In the unrestrained condition, the torso appeared to absorb the input acceleration, the response of the head in the yew axis exhibiting very rapid attenuation and large phase lags at frequencies above 4 Hz. In the restrained condition, the transmission to the yaw axis of the head was much less severely attenuated with smaller phase lags above 4 Hz. The yaw responses In the unrestrained condition exhibited a resonant peak at 2. Hz. In both experimental conditions there was a significant response in both the roll and pitch axes of the head. The response in pitch exhibited significant 2nd hermonic components which were manifested as a frequency doubling effect between 1 and

N75-27690 Navai Air Development Center, Warminster, Pa.

Air Vehicle Technology Dept.
THE EFFECT OF THE INDIVIDUAL AND COMBINED STRESSES OF VIBRATION AND SUSTAINED G ON PILOT PERFORMANCE

A. G. Piranian In AGARD Vibration and Combined Stresses in Advan. Systems Mar. 1975 13 p refs (For availability see N75-27685 18-51)

The human centrifuge was used to evaluate the relative influences of sustained normal accelerations, combined vertical and lateral buffet loads, and basic alroraft flying qualities on air-to-air tracking performance in air combat maneuvering flight. Performing the simulation in an actual F-4B cockpit, 11 pilots were tasked with tracking a moving target with a fixed reticle sight presented in visual display. Sustained accelerations from 1.3 to 5.0 g/s, buffet intensity levels from buffet free to + or -.6 g, and lateral directional flying qualities were varied in-dependently in several combinations to assess their individual and combined influences on tracking precision. Results show that for the buffet frequency used (10 cps), intensities up to \pm or - .5 g have negligible effects on performance. Sustained accelerations up to 5.0 g's have appreciable effects, degrading tracking by 10 mile over the 1.0 g level. Flying qualities' influences were substantial, and greater than those of either buffet or addeleration. Decreased dutch roll frequency and/or damping. adverse alleron yaw, and proverse alleron yaw were seen to have degrading effects on performance.

N75-27691 Deutsche Versuchsenstalt fuer Luft- und Raumfahrt. Bad Godesberg (West Germany). Acceleration Physiology Dept

EFFECTS OF TRANSIENT VIBRATIONS ON HUMAN SAFETY AND PERFORMANCE

Lorenz H Vogt In AGARD Vibration and Combined Stresses in Advan. Systems Mar. 1975 10 p refs (For availability see N75-27685 18-51)

Transient vibrations and impact forces represent possible, hezards in underground personnel chelters when subjected to pressure waves from nuclear blasts. Calculated and simulated acceleration time relationships are compared to safety limits for humans. By way of an existing nonlinear model for supline humans, the application of a general model for transient and steady state conditions is proposed. Performance limits for transient conditions are scarce. Some information may be gained by applying the results from steady state experiments to transient conditions.

Author

N75-27692 Centre d'Essais en Vol. Bretigny-sur-Orge (France) Lab. de Medecine Aerospatiale.

ACTION OF LOW VIBRATION FREQUENCIES ON THE CARDIOVASCULAR SYSTEM OF MAN (ACTION DES VIBRATIONS DE BASSES FREQUENCES SUR LE SYSTEME CARDIO-VASCULAIRE DE L'HOMME)

J. Demange, R. Auffret, and B. Vettes In AGARD Vibration and Combined Stresses in Advan. Systems Mar. 1975 5 p refs. In FRENCH (For availability see N75-27585 18-51)

Cardiac variability in subjects exposed to low frequency mechanical vibrations was studied. Vascular response to these vibrations was also measured. Particular attention was given to physiological disorders, especially in the case of vibration effects on sick or wounded subjects. Measurements were made of circulation and human performance after exposure to the vibrations; some subjects were required to perform complex tasks.

Transl. by E.H.W.

N75-27693 Kentucky Univ., Lexington. Wenner-Gren Research Lab.

DIOVASCULAR SYSTEM OF ANIMALS

Ernest P. McCutcheon In AGARD Vibration and Combined Stresses in Advan. Systems Mar. 1975 13 p refs (For availability see N75-27685 18-51)

Results from a recent series of investigations on the mechanisms and pathways involved in the two major types of physiological responses to mild to moderate levels of vibration exposure are reported. The majority of these studies are based on the chronically instrumented animal preparation. In addition to representative cardiovascular and mechanical variables, many of the studies include hormonal metabolic, hematological, and psychological measurements in order to quantify the vibration parameters, estimate the overall stress level, identify specific response patterns, and evaluate the relative dependence of cardiovascular changes on these factors.

Author

N75-27694 Aerospace Medical Research Labs., Wright-Patterson AFB, Ohio.

LABORATORY STUDIES ON CHRONIC EFFECTS OF VIBRATION EXPOSURE

D. V. Sturges, D. W. Badger (Natl. Inst. for Occupational Safety and Health, Cincinnati), R. N. Sierve, and D. E. Wasserman (Natl. Inst. for Occupational Safety and Health, Cincinnati). In AGARD Vibration and Combined Stresses in Advan. Systems. Mar. 1975. 2 p. refs (For availability see N75-27685-18-51).

Rhesus monkeys were chronically exposed to sinusoidal vibration in the Z axis Gastrointestinal bleading and lowered hamatocrits were noted during exposure. Multiple lesions of the gastric mucosa were seen at necropsy. The impression is one of early erosive hemorrhaging gastric lesions with subsequent adjustment to the stress and resultant healing of the lesions.

Author

N75-27695 National Inst. for Occupational Safety and Health, Cincinnati, Ohio.

SERUM AND URINE CHANGES IN MACACA MULATTA FOLLOWING PROLONGED EXPOSURE TO 12 Hz, 1.5 g VIBRATION

D. W. Badger, D. V. Sturges (Aerospace Med. Res. Lab.), R. N. Slarve (Aerospace Med. Res. Lab.), and D. E. Wasserman. In AGARD. Vibration and Combined Stresses in Advan. Systems Mar. 1975. 3 p. refs (For sveilability see N75-27685 18-51).

Serum and urine changes in male rhesus monkeys were measured before, during, and after exposure to 12 Hz, 1.5 g vibration 5 hours daily for 130 hours Marked erythrocyte loss occurred in 10 exposed animals within 3 weeks, probably as result of extensive gastrointestinal lesions. Serum albumin globulin ratios decreased. Similar values for 13 controls were unchanged during this time. No evidence of renal impairment was seen since serum creatinine was unchanged and hematuria, increased proteinuria and urine sediment morphology were either absent or not changed.

Author

N75-27696 Centre d'Essais en Vol. Bretigny-sur-Orge (France)

Lab. de Medecine Aérospatiale.
RAPID FLIGHT VIBRATION PHENOMENA AND SPINE
FRACTURES (PHENOMENES VIBRATOIRES RAPIDES EN
VOL ET FRACTURES DU RACHIS)

R. Auffret, R. P. Delahaye, and J. Salvagniac In AGARD Vibration and Combined Stresses in Advan Systems Mar. 1975 5 p refs. In FRENCH (For availability see N75-27885 18-51)

Severe vibrations leading to vertebral fractures to pilots of high performance jet aircraft are examined. Specifically two cases were studied-sudden intensive accelerations causing ejection from seats, and aircraft mailfunctions or sudden movements as caused by turbulence, pilot correction procedures, aircraft control, or servomechanism mailfunctions

Transl by E.H.W.

N75-27697 Army Aeromedical Research Lab., Fort Rucker, Ala. EFFECTS OF VIBRATION ON THE MUSCULOSKELETAL SYSTEM

Walter M. Braunohler In AGARD Vibration and Combined Stresses in Advan. Systems Mar. 1975 7 p. refs (For availability see N75-27685 18-51)

No significant change occurs in bone mineral density after short term helicopter flying. However, the impact conditions of basic physical training induce 10% demineralization of the distal ulns. It is our impression that this is a transient phenomenon. Long term follow-up of helicopter pilots flying 6.5 hours/week over two years reveals no evidence of musculoskeletal strain; however, there appears to be a trend towards demineralization of the distal radius. Continued monitoring of this population group is recommended to determine when pathological changes may be expected to occur.

N75-27698 Royal Air Force Inst. of Aviation Medicine, Farnborough (England).

THE RESPIRATORY AND METABOLIC EFFECTS OF CONSTANT AMPLITUDE WHOLE-BODY VIBRATION IN MAN

G. R. Sharp, G. A. Patrick, and W. R. Withey In AGARD Vibration and Combined Stresses in Advan. Systems Mar. 1975 6 p refs (For availability see N75-27685 18-51)

Nine human subjects were exposed to constant amplitude whole body. G sub z vibration, for 10 minutes, at frequencies of 2, 4, 6, 8 and 10 Hz. It was found that at 2 and 4 Hz pulmonary ventilation, oxygen uptake, and tidal carbon dioxide tension and heart rate were unchanged. At frequencies of 6, 8 and 10 Hz, however, there was an increase in pulmonary ventilation and in oxygen uptake. Pulmonary ventilation was increased in excess of the oxygen uptake, resulting in hyperventilation. There were no qualitative or quantitative differences in values of pulmonary ventilation or oxygen uptake between subjects when unrestrained and when fully restrained on the vibrator. Most subjects experienced discomfort or prin during exposure to frequencies of 8, 8 and 10 Hz. It is considered that this pain induced the observed hyperventilation. The increase in oxygen uptake is thought to be related to the tensing of musculature.

N75-27699 Southampton Univ. (England). Human Factors Research Unit.

A STUDY OF VIBRATION, PILOT VISION AND HELICOPTER ACCIDENTS

Michael J. Griffin In AGARD Vibration and Combined Stresses in Advan. Systems Mar 1975 16 p refs (For availability see N75-27686 18-51)

A series of experiments has been conducted to investigate the hypothesis that the occurrence of helicopters flying into wires is associated with vibration having a detrimental effect on pilot visual adulty. The research commenced with an investigation of the evidence for the problem by surveying the incidence of wire strikes and determining the conditions in which they occur. The second study measured pilot visual acuity during flight in two different helicopter types it was concluded that under normal conditions the loss of visual acuity in these two helicopters was unlikely to be a major cause of wire strikes. The third investigation resulted in the detailed specification of the vibration experienced in the Scout AH Mk 1 helicoptes. Particular emphasis was placed on the changes in vibration with the various flight conditions and the differences between pilots and between aircraft of the same type. The final series of experiments were designed to determine the minimum levels of vibration which would affect visual soulty

N75-27700 Aerospace Medical Research Labs., Wright-Patterson AFB, Ohio.

MECHANISMS OF VIBRATION EFFECTS ON AIRCREW PERFORMANCE

Richard W. Shoenberger In AGARD Vibration and Combined Stresses in Advan. Systems Mar. 1975 9 p rafs (For availability see N75-27685 18-51)

The effects of vibration on a variety of human performance tasks are reviewed. Research is categorized with respect to the predominant performance requirements of the tasks investigated, and results are evaluated in order to determine which aspects of task performance (sensory input, central processing, and motor output) are affected by vibration interference. This procedure reveals that the vast majority of vibration effects occur for tasks which require fine sensory discrimination or precise motor response, or both; only a very few studies show effects which can be attributed to interference with intellectual or cognitive functions. On the basis of logical analyses of differential vibration effects on various types of tasks it is suggested that the predominant mechanism for vibration performance effects is direct mechanical interference with functions occurring in the input and output stages of operator performance tasks. Vibration effects on tasks which are primarily intellectual in nature and have minimal sensorimotor requirements are discussed in relation to generalized stress mechanisms. Recent research is described in which analytical decomposition of reaction time measures made it possible to definitively isolate vibration effects on peripheral and central performance functions within a single task.

N78-27701 Dayton Univ. Research Inst., Ohio. PERFORMANCE AND PHYSIOLOGICAL EFFECTS OF COMBINED STRESS INCLUDING VIBRATION

J. C. Guignerd In AGARD Vibration and Combined Stresses in Advan. Systems Mar. 1975 6 p refs (For availability see N75-27685 18-51)

Whole body vibration affects human task performance by two main mechanisms: peripherally by mechanical interference at the point of contact between the man and his task; and centrally, by burdening the brain with irrelevant sensory information. In the latter regard, the action of vibration is in some ways akin to that of noise. Any particular effect of vibration on performance depends on many factors, including the physical characteristics of the vibration, the nature of the task and the skill and motivation of the performer, time, and the presence of other stressful agents or circumstances. Unfortunately, our ignorance of the psychophysiological mechanisms by which vibration degrades particular kinds of task performance is still profound, and our knowledge for the most part qualitative in nature. That is mainly because much laboratory based research into the psychophysiological actions of vibration suffers from the lack of an appropriate standardized methodology and of complete and proper measurements of the vibratory forces affecting the man at the time when his performance is being

N75-27702 Medical Research Council, Cambridge (England).

EFFECTS OF DURATION OF VERTICAL VIBRATION
BEYOND THE PROPOSED ISO "FATIGUE-DECREASED
PROFICIENCY" TIME, ON THE PERFORMANCE OF
VARIOUS TASKS

R. T. Wilkinson and R. Gray (RAE, Farnborough, England) In AGARD Vibration and Combined Stresses in Advan. Systems Mar. 1975 5 p. refs (For availability see N75-27885 18-51)

Six subjects carried out four 3-hour sessions of performance tasks, two with continuous 5 Hz. 1.2 m/s squared rms vertical vibration and two under static conditions. There was no general support for a prediction from the proposed ISO curves of fatigue-decreased proficiency (FDP) that vibration can lower proficiency as a function of duration of exposure. However, vibration associated with a 1-hour vigilance task and knowledge of results decreased proficiency towards the end of the 3-hour work period.

N75-27703 Advisory Group for Aeronautical Research and Development, Paris (France).
PERIPHERAL VISION ARTIFICIAL HORIZON DISPLAY

R. Malcolm, K. E. Money, and P. Anderson. *In Its* Vibration and Combined Stresses in Advan. Systems. Mar. 1975. 3 p. ref (For availability see N75-27685.18-51).

The artificial horizon instrument currently used in aircraft suffers from two shortcomings; the pilot cennot obtain continuous information from it, since he must also look at other instruments

and second, during episodes of heavy vibration, turbulence or disorientation, a small instrument becomes extremely difficult to read. This paper describes a device which projects a line or bar of light from beside the pilot's head forward onto the instrument panel. The line is approximately one to four inches wide and subtands 160 - 170 deg of arc from the pilot's head, so that it extends well into his peripheral vision. The light source is driven by servomotors which are controlled from the aircraft's inertial gyros, such that the bar of light seen by the pilot duplicates the pitch and roll motions of the real horizon outside the cockpit. The advantages of this display are: visibility during turbulence and vibration, visibility while looking at other instruments, and reduction of the pilot's workload by making use of the neural programming which naturally orients us with the horizon.

Author

N75-27704 Federal Inst. for Occupational Safety and Accident Research, Dortmund (West Germany).
A REVIEW OF BIOMECHANICAL MODELS FOR THE

A REVIEW OF BIOMECHANICAL MODELS FOR THE EVALUATION OF VIBRATION STRESS

Wolfgang Lange In AGARD Vibration and Combined Stresses in Advan. Systems Mar. 1975 8 p. refs (For availability see N75-27685 18-51)

Physical resonances of the human body or of its parts under vibration correlate with subjective responses. Biodynamic models can be calculated from data of vibration investigations. Several such models are discussed. The models differ in their degrees of freedom, in their mass, elasticity and damper elements, and in the way these elements are coupled. A further important parameter is the linearity or nonlinearity of the model. For the evaluation of vibratory stress it is necessary to establish physiological and/or psychological criteris which correlate with biomechanical responses that can be simulated by models. Several methods for evaluating vibration stress are discussed and compared.

N75-27705° National Aeronautics and Space Administration. Langley Research Center, Langley Station, Va. AN ELEMENTARY PSYCHOPNYSICAL MODEL TO PREDICT

AN ELEMENTARY PSYCHOPHYSICAL MODEL TO PREDICT RIDE COMFORT IN THE COMBINED STRESS OF MULTIPLE DEGREES OF FREEDOM

Ralph W. Stone, Jr. In AGARD Vibration and Combined Stresses in Advan. Systems Mar. 1975 7 p. refs (For availability see N75-27685 18-51)

The quality of sirplane rides probably will become increasingly important to passengers, particularly in terminal area operations and on short haul trips. The development of models to predict ride comfort is considered. An elementary model concapt is presented herein and compared with subjective ride comfort response ratings measured on actual scheduled sirline flights and simulated flights.

Author

N75-27706 Kentucky Univ., Lexington.
MODELS OF THE CARDIOVASCULAR SYSTEM UNDER
WHOLE BODY VIBRATION STRESS

Charles F. Knapp In AGARD Vibration and Combined Stresses in Advan. Systems Mar. 1975 13 p refs (For availability see N75-27685 18-51)

Five major mechanisms can be listed as the main factors responsible for producing alterations in the circulatory system exposed to vibration. The mechanisms important for vibration stress of a given waveform, frequency, displacement, acceleration, transmitted force, axis, and duration are: (1) reaction of the fluid and vessel system; (2) reaction of large body organ systems and the musculoskeletal system; (3) reaction of the mechanoreceptors; (4) reaction of the hormonal metabolic and hematological systems; and (5) reaction modification through the central nervous system and the psychophysiological pathways. Analytical efforts are reviewed as they relate to the five mechanisms listed above and current efforts in modeling the hydrodynamic aspects of the cardiovascular system are discussed in order to estimate its relative contribution to the total changes in arterial pressures and flows measured in animals exposed to whole body sinusoidal vibration.

Author

N75-27707 Systems Technology, Inc., Hawthorne, Calif. EVALUATING BIODYNAMIC INTERPERENCE WITH OPERATIONAL CREWS Henry R. Jax and R. Wade Allen In AGARD Vibration and Combined Stresses in Advan. Systems Mar. 1975 18 p refs

(For availability see N75-27685 18-51)
A review is made of operational situations in which blodynamic interference with aircrews is a problem, and it is shown that there is a large contrast between the information needed to

evaluate these problems in operational situations versus that available from existing laboratory research. A structure and means for extrapolating the large and growing empirical data base is discussed. Some progress in work along these lines is presented, including: Systems performance models for interrelating the many variables; refined biomachanical models for analyzing vibration feedthrough to controls in closed loop manual tasks; and procedures for including habitability or ride ratings in the overall avaluations

N75-27708 Advisory Group for Asionautical Research and Development, Paris (France)

THE ISO GUIDE FOR THE EVALUATION OF HUMAN WHOLE BODY VIBRATION EXPOSURE

G Bobbert In its Vibration and Combined Stresses in Advan-Systems Mar. 1975 6 p. refs (For availability see N75-27685

It exists a demand for regulations to evaluate the vibration exposure of human beings. Although the knowledge of the human reaction is not sufficient for all cases of vibration exposure, experts from ten countries discussed a standard which gives a guide for the evaluation. As this standard is agreed by the ISO-Council and it is now going to be printed, the background of this standard and the most important details are reported. Author

N78-27709 Royal Aircraft Establishment, Farnborough (England). Human Engineering Div. PROPOSED LIMITS FOR EXPOSURE TO WHOLE BODY

VERTICAL VIBRATION, 0.1 TO 1.0 Hz
Geoff Allen In AGARD Vibration and Combined Stresses in

Advan. Systems Mar. 1975 11 p refs (For availability see N75-27685 18-51)

The need for design standards for civil and military vahigles to cover human reaction to vibration below 1 Hz is outlined. Limits are proposed against two criteria: the first, to prevent severe discomfort merges at 1 Hz with the DIS2631 exposure limit; the second, to prevent reduced comfort merges at 1 Hz with the DIS2631 reduced comfort boundary. Because of lack of information, limits have been given for 25 minute and 8 hour durations only, and it has not been possible to suggest values for the preservation of working efficiency. The information on which the proposals are based is outlined, namely some twenty laboratory and field investigations and critical reviews, yielding about fifty data points. Considering the approximate nature of some of the information it is relatively consistent, and reinforces previous assertions that the critical frequency range for motion sickness is below 0.5 Hz.

N75-27710 Bosing Co., Wichits, Kans.
RIDE QUALITY OF CREW MANNED MILITARY AIRCRAFT

Stanley H. Brumaghim In AGARD Vibration and Combined Stresses in Advan. Systems Mer 1975 7 p. refs (For availability see N75-27685 18-51)

Ride quality criteria are compared in terms of both short term and extended term crew performance decrement thresholds. Flight test data are included which illustrate the capability to modify aircraft response to gusts through ride control systems. Requirements to strengthen application of existing criteria to design of airplane ride control systems are given. Chief among these areas are the need for improved ability to handle human response to frequencies of vibration below 1.0 Hz and in validation of thresholds for extended exposure to vibration. Test data are also discussed which show the need to consider impact of ride environment on time to complete crew tasks, in addition to the more frequent concern with impact on performance errors.

N75-27711 Centre de Recherches de Medecine Aeronautique.

Paris (France).
STUDY OF MAN'S PHYSIOLOGICAL RESPONSE TO EXPOSURE TO INFRA-SOUND LEVELS OF 130 dB [ETUDE CHEZ L'HOMME DES EFFETS PHYSIOLOGIQUES D'UNE EXPOSITION A DES NIVEAUX INFR-SONORES DE 130 DB

P. Borredon, J. Nathle, and A. Gibert. In AGARD. Vibration and Combined Stresses in Advan. Systems Mar. 1975 13 p. refs in FRENCH (For availability see N75-27685 18-51)

infrasound effects on the physiological functions of man. after a 50 minute exposure period, were investigated. Special efforts were made to observe circulatory reactions and summarize totally the action of serial infrasonic vibrations. Measurements were made of time response to a luminous solicitation, cardiac frequency, and maximum and minimum arterial pressure. An

audiogram was made of the aerial luminary tones. Detailed results Transl. by E.H.W. are given in tabular form.

N76-27712 Centre de Recherches de Medecine Aeronautique. Paris (France)

EFFECT OF LOW FREQUENCY ABRIAL VIBRATIONS ON NOCTURNAL ACTIVITY OF A RAT [EFFE! D'UNE EXPOSITION A DES VIBRATIONS ABRIENNES DE BASSE FREQUENCE SUR L'ACTIVITE NOCTURNE DU RAT]

P. Pesquies and J. Nathle In AGARD Vibration and Combined Stresses in Advan. Systems Mar 1975 4 p refs in FRENCH (For evallability see N75-27685 18-51)

Observations were made of rat nocturnal activity after exposure to general serial vibrations. The rats were exposed for eight hours to sinusoidal vibrations at a pressure of 147 dB and at frequencies of 8, 16, and 32 Hz. Results indicate the vibrations were not loud enough to severely influence nighttime activity, however, some increases and decreases were noted depending on exposure level. Transl. by E.H.W.

N75-27713 Erlangen-Nuremberg Univ. (West Germany) VIBRATESE LANGUAGE

Wolf D. Keldel In AGARD Vibration and Combined Stresses In Advan. Systems Mar 1975 9 p refs (For availability see N75-27685 18-61)

A brief review of the work done to develop vibratese languages is given. A special type of vibratese language is described using the v. Bekesy model of the cookles. Here the frequency range of speech is adapted to that of the vibrotactile system without changing the time domain so that the speech communication by means of a mechanical stimulation of the skin of the human forearm can be performed in real time. A highly sophisticated computer program for the LINC 8 or PDP 12 has been written

N75-29722# Advisory Group for Aerospace Research and Development, Paris (France).

CURRENT STATUS IN ARROSPACE MEDICINE
Walton L. Jones, ed. (NASA, Washington) May 1975 75 p refs. Presented at the Aerospace Med. Penal Meeting, Naples, 16-20 Sep. 1974 (AGARD-CP-184) Avail: NTIS

Papers are presented which discuss the following topics: habitability factors in the design of future space systems, ejection problems, and health and career management issues in the military services. For individual titles, see N75-29723 through N75-

N75-29723 United Aircraft Corp., Washington, D.C. Hamilton

SPACE LIFE SUPPORT TECHNOLOGY FOR A MODULAR INTEGRATED UTILITY SYSTEM

Edwin J. Wulff In AGARD Current Status in Aerospace Med. May 1975 8 p refs (For availability see N75-29722 20-51)

Space station environmental control systems developed to provide water purification, waste disposal, heating, cooling, conterminant control, and power generation are considered for commercial application. An earth oriented program, Modular integrated Utility System (MIUS), designed to recycle energy through the integration of utility services in a single plant that provides solid and liquid waste treatment, water purification. domestic hot water, air conditioning and space heating, and electricity is described. The modularity of the MIUS concept is adaptable to military and disaster-relief applications and makes possible the desired technology transfer from the space program to the utility needs of the less developed nations.

N75-29724 European Space Technology Center, Noordwijk (Netherlands) HABITABILITY DERIGN IN EUROPE'S SPACELAS: A

STATUS REPORT

A. B. Thompson In AGARD Current Status in Aerospace Med. May 1975 7 p refs (For availability see N75-29722 20-51)

The habitability data obtained on previous manned space missions, particularly Skylab are reviewed in terms of the Spacelab module design, both interior environment and laboratory architecture. Unresolved habitability problems concerning the lack of up-to-date anthropometric data on males and females and potential motion sinkness during the first days of weightlessness are considered.

N75-29725* National Aeronautics and Space Administration. Washington, D.C.

A SUMMARY OF SKYLAB FINDINGS OF INTEREST TO LIFE SCIENTISTS

Walton L Jones In AGARD Current Status in Aerospace Med. May 1975 16 p refs (For availability see N75-29722 20-51)

The medical findings of the Skylab mission are discussed along with the habitability, man machine factors, and the reliability of Skylab life support systems.

N75-29726 Italian Air Force Aerospace Medical Center, Rome. PRELIMINARY RESEARCH ON BODY DISPLACEMENT DURING LUNAR WALKING

A Scano and A Castellani In AGARD Current Status in Aerospace Med. May 1975 6 p refs (For evailability see N75-29722 20-51)

A 16 mm film taken during Scott's and Irwin's walk on the surface of the moon is employed to analyze body displacement during lunar walking. The technique and results are described.

N75-29727 School of Aerospace Medicine, Brooks AFS, Tex. Biodynamics Branch.

THE PLUS OR PROTECTIVE METHODS FOR USE IN ADVANCED FIGHTER-ATTACK AIRCRAFT

Robert W. Krutz, Jr., Sidney D. Leverett, Jr., Russell R. Burton, and John W. Burns. In AGARD Current Status in Aerospace

Med. May 1975 7 p refs (For availability see N75-29722 20-51)

Methods to enhance acceleration tolerance and protection are reviewed. Emphasia is placed on the following anti-G devices or techniques: (1) the L-1 straining maneuver, (2) positive pressure breathing, (3) preacceleration inflation, (4) uniform pressurization of the lower body, and (5) a tilt-back seat.

N75-29728 School of Aerospace Medicine, Brooks AFB, Tex.

Clinical Sciences Div.
THE AIRCREWMAN AT INCREASED RISK OF ISCHEMIC VASCULAR DISEASE

Malcolm C. Lancaster in AGARD Current Status in Aerospace Med. May 1975 5 p refs (For availability see N75-29722

A combined risk approach is proposed to delay or prevent the serious consequences of ischemic vascular disease (IVD). The approach consists of a set of risk factors that predict individual susceptibility to IVD and a set of proven interventions directed at specific risk factors.

N75-29729 Defense Dept., Washington, D.C. Office of the Assistant Secretary of Defense for Health and Environment. A STUDY ON MEDICAL OFFICER CAREER MANAGEMENT AND RETENTION IN THE USA ARMED FORCES John E. Murphy In AGARD Current Status in Aerospace Med. May 1975 13 p refs (For availability see N75-29722 20-51)

Factors which influence career management and retention of medical officers in the Armed Forces are identified. Various mathematical techniques were used to identify the individual gnals of medical officers and the relationship of these goals to selected aspects of a military career. Results include information on the perceptions and expectations of young medical officers toward a career in the Armed Forces. Specific potential policy changes are evaluated in terms of improved career management and increased retention of medical officer.

N75-32716# Advisory Group for Aerospace Research and Development, Paria (France).

BIODYNAMIC RESPONSE TO WINDBLAST

D. H. Glaister, ed. (RAF Inst. of Aviation Med.) Jul. 1975 87 p. refs. In ENGLISH and partly in FRENCH. Conf. held at Toronto, 6 May 1975 (AGARD-CP-170) Avail NTIS HC \$4.75

The specific problem of windblast is considered as it affects human tolerance to high speed ejection. Topics discussed include: prevalence of ejection injury, injury mechanisms, proteution, and problems of head restraint and helmet loss. For individual titles, see N75-32717 through N75-32726.

N75-32717 Aerospace Medical Research Labs., Wright-Patterson

USAF NON-COMBAY EJECTION EXPERIENCE 1968-1973 INCIDENCE, DISTRIBUTION, SIGNIFICANCE AND MECHANISM OF FLAIL INJURY

W. Steves Ring, James W. Brinkley, and Frank R. Noyes. In AGARD Biodyn. Response to Windblast Jul. 1975 8 p. refs. (For availability see N75-32716 23-51)

The USAF noncombat ejection experience during the period 1968-1973 is reviewed attempting to characterize the incidence. distribution, significance, and mechanism of fiail injuries. The overall incidence of flail injury is 7% in which 4% involved injuries of a major type. The distribution of injuries is characterized by (1) an absence of major head and neck flail injury, (2) a predominance of proximal over distal injury, and (3) in marked contrast to earlier date, a slight predominance of upper over lower extremity field injury. The importance of analyzing the forces acting upon the limbs as well as having a clear understanding of the mechanisms of failure is discussed and the need for improved limb restraints is emphasized

N75-32718 Italian Air Force Military School of Aviation

Medicine, Rome.
SURVEY ON BIODYNAMIC RESPONSE TO WINDBLAST IN EJECTIONS: PATHODENETIC MECHANISM, ANALYSIS AND PREVENTION OF INJURIES

Gaetano Rotondo In AGARD Biodyn, Response to Windblast Jul. 1975 9 p refs (For availability see N75-32716 23-51)

Injuries caused by windblast during escape by ejection seat from high speed jet aircraft are analyzed along with traumatic injuries suffered by aircrews within the cookpit of aircrafts following accidental loss or sudden opening of the canopy or after its explosion in-flight. The pathogenatic mechanisms of the injuries caused by windblast are examined along with the relative limits of human tolerance and the systems which could be employed and improved to increase human resistance to serodynamic pressure of the wind. Emphasis is placed on the prevention and reduction of the fatality of these injuries.

N75-32719 Defence and Civil Inst. of Environmental Medicine, Downsview (Ontario).

ACCIDENT STATISTICS RELEVANT TO WINDBLAST R. E. Noble and S. W. Olsen in AGARD Biodyn. Response to

Windblast Jul. 1975 4 p. refs (For availability see N75-32718 23-51)

During the period 1966-1974 injuries were significant problems in ejections from Canadian Forces (CF) aircraft. There were ninety nonfetal ejections. Of these, eight crew members escaped free from injuries, sixty-three received minor injuries. and nineteen received serious injuries. An analysis of the injury patterns indicates that they occurred at both low and high speeds. Specific problems are addressed and recommendations are made to enhance aircrew safety during ejection.

N75-32720 Royal Naval Scientific Service, London (England). PATHO-PHYSIOLOGICAL EFFECTS OF WIND BLAST FROM

CONVENTIONAL AND NUCLEAR EXPLOSIONS
J. S. P. Rawlins In AGARD Blodyn. Response to Windblast
Jul. 1975 5 p refs (For evallability see N75-32716 23-51)

The patho-physiological affects of wind blast resulting from conventional and nuclear explosions are analyzed and related to the effects of wind blast encountered in high speed aircraft ejections and in airborne sircraft breakup, and to some instances of ground impact. It is suggested that data derived from studies of explosive blast effects may contribute to the enalysis of aircraft accidents, and to the development of protective equipment for the crews of high performance aircraft.

N75-32721 Centre d'Essais en Vol. Bretigny-sur-Orge (France). INJURIES OBSERVED FOLLOWING HIGH-SPEED EJECTIONS IN THE FRENCH AIR FORCE (LESIONS OBSERVEES APRES EJECTION A GRANDE VITESSE DANS L'ARMER DE L'AIR FRANÇAISE]

R. P. Delahaye (Hopital Begin), B. Vettes, and R. Auffret. In AGARD Blodyn: Response to Windblast Jul. 1975 8 p. refs in FRENCH (For availability see N75-32716 23-51)

A review is presented concerning 256 ejections from French Air Force aircraft at speeds ranging between 0 and 750 knots, that took place between 1950 and 1974. The following overall statistics are given: 47 ejections (18 %) were fatal, while 209 (82 %) were successful. A total of 130 helmets (81 %) and 30 masks (15 %) were lost. In the case of ejections performed at speeds above 400 knots (23 cases), air blast effects increase the severity of injuries to personnel and demage to equipment. The percentage of fatalities remains at 18 %, while the percentage of injured aircrews reaches 78 % (as opposed to an overall percentage of 35 %); 78% of halmets and 40% of masks are lost. Only one pilot landed unhurt injuries range from ecchymoses to avulsion of limbs. The above data agrees fairly well with comparable data from other air forces. Three cases are discussed in detail.

Transl. by Y.J.A.

N78-32722 Royal Aircreft Establishment, Farnborough (England). Engineering Physics Dept WINDBLAST: PROTECTION FOR THE HEAD BY MEANS OF A FABRIC HOOD

J. M. Rayne In AGARD Blodyn Response to Windblast Jul. 1975 10 p. refs (For availability see N75-32716 23-51)

Wind tunnel experiments and operational experience indicate that current helmets are lost during ejection as a result of windblast. The feasibility is studied of protecting the head from exposure to blast by means of an automatically erected fabric hood. It is shown that such a hood placed over the face of a dummy test subject drapes the head effectively on exposure to blast, and prevents the loss of even simple helmet assemblies up to Mach 1.

Author

N78-32723 Royal Air Force Inst. of Aviation Medicine, Famborough (England).
AN ARM RESTRAINT SYSTEM FOR EJECTION SEATS IN

MIGH PERFORMANCE AIRCRAFT
P. H. R. Gill In AGARD Biodyn. Response to Windblast Jul.

P. H. R. Gill In AGARD Biodyn. Response to Windblast Jul. 1975 4 p. refs (For availability see N75-32716 23-51) A restraint system designed for high performance aircraft.

A restraint system designed for high performance aircraft from which ejection at high speeds is likely is described. The system evolved comprises a seat portion consisting of two fixed length tapes, and a man portion incorporated into a sleeved life preserver. Each seat tape is enclosed in a fabric tube which allows automatin disconnection of the two portions during emergency ground egress. The system functions on ejection by retracting the arms in a similar manner to leg restraint systems. The development, testing and performance of the system is described. Limited studies have demonstrated that the proposed rate of arm retraction is physiologically acceptable both with the hands on the firing handle and under simulated commanded ejection. The arm restraint tapes can be routed unobtrusively to prevent interaction upon routine cockpit movement during normal flight. The performance of the arm restraint system during ejection tests using dummies is also described.

N75-32724 Payne, Inc., Annapolis, Md.
ON PUSHING BACK THE PRONTIERS OF FLAIL INJURY
Peter R. Payne In AGARD Sigdyn, Response to Windblast

Jul. 1975 7 p. refs. (For availability see N75-32716 23-51). Under combat conditions, limb fiell injury in U.S. open ejection seats is shown to be a severe problem. Adequate passive entrapment devices demonstrated in the wind tunnel and adequate seat stabilizing devices also demonstrated in full-scale wind tunnel testing and by air drops are reviewed. An extraction escape system is described which offers hope, not only of avoiding the high speed problems of existing tractor rocket escape systems, but also of substantially reducing system volume, cost, and weight, as well as simplifying the fiall injury problem.

N75-32725 Payne, Inc., Annapolis, Md.
EXPERIMENTAL EVALUATION OF LIMB FLAIL INITIATION
AND EJECTION SEAT STABILITY

Fred W. Hawker and Anthony J. Euler In AGARD Blodyn. Response to Windblast Jul. 1975 17 p. refs (For availability see N75-32718 23-51)

(Contract F33615-74-C-4015)

Limb dislodgement forces were determined in free flight simulation of an ejection along with the static stability of the seate/occupant combination. The forces and moments measured with anthropometric dummies and live subjects in identical ejection seats were compared. Results are presented and discussed.

Author

N75-32726 Research Inst. of National Defence, Stockholm (Sweden).

HIGH SPEED EJECTIONS WITH SAAB SEATS

 O. Andrae, E. Ek, H. Lorin, and B. Ch. R. Stroemblad. In AGARD. Biodyn. Response to Windblast. Jul. 1976. 5 p. ref (For availability see N75-32716.23-51).

The Swedish development work on devices to protect against windblast effects at high speed ejections is surveyed. Examples of past, present, and future solutions are given. The Swedish Air Force Experience with high speed ejections is summarized.

N78-11893# Advisory Group for Aerospace Research and Development, Paris (France).
RADIATION MAZARDS

Aug. 1975 149 p refs Presented at a Lecture Series in The Netherlands, 22-23 Sep. 1976, Germany, 25-26 Sep. 1975, and Norway, 29-30 Sep. 1975 Sponsored by the Aerospace Med. Panel and the Consultant and Exchange Programme of AGARD

(AGARD-LS-78) Avail: NTIS HC \$8.00

There has been a remarkable development and increase in the number of processes and devices that utilize or emit increased, microwave, radiofrequency, ultrascund. This series provides a scientifically accurate, authoritative review and critical analysis of the available information and concepts to give a basis for informed judgements and judicious application of these energies for maximal benefit and minimum risk or hazard to man, For individual titles, see N76-11884 through N78-11704.

N76-11684 Rochester Univ., N.Y. School of Medicine and Dentistry.
PATHOPHYSIOLOGIC ASPECTS OF EXPOSURE TO

MICROWAVE
Sol M. Michaelson In AGARD Radiation Hazards Aug. 1975

7 p refs (For availability see N76-11693 02-51)

Body temperature increase during exposure to microwaves is explored. Awareness of microwave exposure is developed by several mechanisms, including outsneous thermat sensation or pain. Cataracts were produced in some experimental animals, primarily rabbits, when the eyes were directly exposed to rather high power density of microwaves over periods ranging from several minutes to hours. Microwave effects on the tests was studied, along with chromosome changes, hematopoiesis, and cardiovascular effects.

J.A.M.

N76-11895 Bristol General Hospital (England). PHYBICAL ASPECTS - ULTRASOUND

B, N. T. Wells In AGARD Radiation Hazards Aug. 1975 7 p. refs (For availability see N78-11693 02-51)

Ultrasound, which is a form of energy consisting of mechanical vibrations the frequencies of which lie above the range of human hearing, travels through media in the form of waves. At frequencies of tens to hundreds of kilohertz, ultrasound may be generated and detected by magnetostriction; at higher frequencies, plezoelectric, and particularly ferroelectric, transducers are used. At megahertz frequencies, ultrasonic powers are most conveniently measured by radiation pressure detectors, or by calorimetry. In biological soft tissues, ultrasonic waves are usually in the iongitudinal mode, and travel at velocities of around 1 500 m/s. The shape of ultrasonic field depends on the size of the transducer in relation to the wavelength. Focusing systems of quite small dimensions can be used to produce high intensities at megahertz frequencies. Specular reflection occurs at discontinuities in characteristic impedance which are large in relation to the wavelength; energy is scattered by smaller discontinuities within biological materials.

N78-11696 Washington Univ., Seattle. Bioelectromagnetics Research Lab.

BIOPHYSICS - ENERGY ABSORPTION AND DISTRIBUTION

Arthur W. Guy In AGARD Radiation Hazards Aug. 1975 14 p refs (For availability see N76-11693 02-51)

The interpretation of the biological effects observed in tissues exposed to EM fields requires a complete quantitative description of the fields within the tissues. These fields are complex functions of the source configuration, shape and size of the exposed subject, and the frequency. The average and maximum absorbed power density may vary over many orders of magnitude for the same applied field intensities. Depending on conditions, power absorption may be predominantly at the surface of the subject or may be affecting only superficial tissues in the interior of the subject affecting deep tissues.

M76-11697 Air Force Systems Command, Brooks AFB, Tex. Radiation Physics Branch. ELECTROMAGNETIC RADIATION EFFECTS ON THE EYE.

John C. Mitchell In AGARD Radiation Hazards Aug. 1975 6 p. refs (For availability see N76-11693 02-51)

The purpose is to analyze, collectively, the EMR research studies on ocular effects and provide an overview of the practical aspects of this problem today. The principal conclusions from

this effort are (1) The acute thermal insult from high intensity EMR fields is cataractogenic if intraocular temperatures reach 45:55 C. (2) The EMR exposure threshold is about 100-150 mW/sq cm applied for about 60-100 minutes. (3) There does not appear to be a cumulative effect from EMR exposures unless each single exposure is sufficient to produce some irreparable degree of injury to the eyes.

Author

N75-11698 Rochester Univ., N.Y. Dapt of Radiation Biology and Biophysics

ENDOCRINE AND CENTRAL NERVOUS SYSTEM EFFECTS
OF MICROWAVE EXPOSURE

Soi M. Michaelson In AGARD Radiation Hazards Aug. 1975 8 p. refs (For availability see N76-11693 02-51)

Functional alterations in the neuroendocrine system of both animals and humans exposed to microwaves were reported. Findings include changes in the secretions of the pituitary gland, adrenal cortex, thyroid gland, and the goriads. In most cases, the endocrine changes attributed to microwave exposure were not adequately documented. Findings of a large number of studies were used to overstate the conclusions, or derive assumptions incompatible with the cybernetic model of the function of the neuroendocrine system.

N76-11699 Washington Univ., Seattle. Bioelectromagnetics Research Lab.

MICROWAVE INDUCED ACQUISTIC EFFECTS IN MAM-MALIAN AUDITORY SYSTEMS

Arthur W. Guy and Chung-Kwang Chou In AGARD Radiation Hazards Aug. 1976–17 p. refs (For availability see N78-11893 02-51)

Pulsed microwave fields with incident energy densities of 20 to 40 micro Joule per sq cm per pulse will produce responses in the auditory system of man and animals similar to those produced by auditory stimuli. Recent studies indicate that the responses may be originated from high frequency vibrations induced in the head of the exposed subject by a transient thermal expansion of tissue due to the rapid absorption of the pulsed microwave energy.

Author

N76-11700 Royal Marsden Hospital, Sutton (England). Physics Div.

BIOLOGICAL EFFECTS OF ULTRASOUND

C. R. Hill In AGAND Radiation Hazards Aug. 1975 4 p refs (For availability see N76-11693 02-51)

Ultrasound comprises mechanical vibrations occurring in the frequency range above 20 kHz and extending in practice to above 10 Hz; correspondingly, there is a very wide range of practical applications, each with different possibilities for exposure of human beings to ultrasonic energy. Three main areas that are necessary to understand the possible hazards from ultrasound use are discussed: (1) the actual physical exposures encountered by humans in verious activities; (2) the nature of the biophysical interactions of ultrasound with human tissues; and (3) the evidence for and against significant changes being produced in living systems by the aution of ultrasound.

Author

A76-11701 Washington Univ., Seattle. Bioelectromagnetics Research Lab.

ENGINEERING CONSIDERATIONS AND MEASURE-MENTS

Arthur W. Guy In AGARD Rediation Hazards Aug. 1975 36 p. refs (For evailability see N76-11693 02-51)

Quantitation of the biological effects in subjects exposed to electromagnetic fields requires that both the fields in the environment and within the exposed tissues be measured. Fields in the environment can be measured by means of standard off-the-shelf field survey moter sensors consisting of small dipoles with diode or thermocouple-type transducers for converting microwaves or fif energy to proportional electrical signals. Fields and associated absorbed power density in the tissues can be measured by means of thermocouples, thermistors, fiber optic liquid crystal sensors, and thermography. The quantitation of fields associated with exposure of test subjects can be significantly simplified by a judicious choice of exposure techniques. Author

N76-11702 Air Force Systems Command, Brooks AFB, Tex. School of Aerospace Medicine

ELECTROMAGNETIC INTERFERENCE OF CARDIAC PACEMAKERS

John C. Mitchell In AGARD Hadiation Hazards Aug. 1975 10 p refs (For-availability see N76-11693 02-51)

The effect of electromagnetic radiation (EMR) on cardiac pacemakers is a unique bioeffects problem. Current test procedures, including methods to simulate pacemaker implant conditions and the use of fiber optics instrumentation techniques for cardiac simulation and pacemaker interference evaluation, are presented. Test results and their clinical significance are discussed for different types of EMR emissions including microwave ovens. electrical appliances, gasoline engine ignition, rader, and intense electromagnetic pulse generators. Threshold values for pacemaker electromagnetic interference (EMI) range from 10 V/m for the more sensitive devices to greater than 300 V/m for the less susceptible devices. Such EMI threshold values are further modified by the frequency and pulse width of the incident EMR signal. Maximum interference coupling appears to occur at frequencies between 100 and 500 MHz and the EMI threshold is inversely proportional to pulse width over the range from one microsecond to several milliseconds. The ultimate biological effect is dependent on the characteristics of the EMR source, the proximity of the pacemaker user to the source, the attenuation afforded by body shielding and orientation, and the state of-health of the pacemaker user. The test results presented provide considerable evidence that many manufacturers have recognized EMI as a potential bigeffects problem and have taken the necessary corrective actions to build devices with good electromagnetic compatibility.

N76-11703 Washington Univ., Seattle. Dept. of Rehabilitation Medicine.

ON EMP SAFETY HAZARDS

Arthur W. Guy In AGARD Radiation Hazards Aug. 1975
7 p. refs (For availability see N76-11693 02-51)

The only two quantitative criteria presently available for setting of electromagnetic pulse (EMP) safety standards are: (1) the ANSI C95.1 Safety Standard based on limiting thermal insult at microwave frequencies, and (2) the thresholds for the stimulation of excitable membranes by electric durrent. The first is not realistic for application to the EMP since the induced currents and energy deposition in exposed tissue is not based on an applied field amplitude and duration relationship, but is related only to the rise and fall time of the applied field pulse. The induced currents in the tissues of man exposed to impulsive electromagnetic fields do not appear to be sufficient for stimulating action potentials.

Autho

N76-11704 Rochester Univ., N.Y. School of Medicine and Dentistry.

PROTECTION GUIDES AND STANDARDS FOR MI-GROWAVE EXPOSURE

Sol M. Michaelson In AGARD Radiation Hazards Aug. 1975 6 p. refs (For availability see N76-11693 02-51)

The development of adequate and operable standards requires comprehensive evaluation of information obtained from animal experiments and surveys of individuals exposed occupationally. The criteria to be used in evaluating experimental results of microwave exposure and the intersoting variables in such assessment requires the exercise of informed judgement, Since there are variations in the criteria used in many countries, these have to be understood and evaluated. Guides and exposure levels in force today appear to be entirely safe. So far, there is no documented evidence of injury to military or industrial personnel or the general public from the operation and maintenance of radars and other RF and microwave emitting sources within the 10 mW/sq cm limit of exposure. There is no evidence of hazard to man from RF and microwaves under normal conditions of operation and exposure. Nevertheless, concern has been aroused about the safety of personnel in Intense RF fields close to transmitting antennas operating in the frequency bands below 30 MHz. Such environments are in general of a near-field type which precludes the measurement of power flux. Since hazard evaluation in this frequency range is a function of measurement in the near-field, attention should be paid to the problems inherent in such measurement

N77-11644# Advisory Group for Aerospace Research and Development, Peris (France).

THE PATHOPHYSIOLOGY OF HIGH SUSTAINED IS GUB 2 ACCELERATION, LIMITATION TO AIR COMBAT MAN-DEUVERING AND THE USE OF CENTRIFUGES IN PER-FORMANCE TRAINING

Naville P Clarke, ed. (Texas A and M Univ., College Station) and Sidney D Leverett, Jr., ed. (School of Aeruspace Med.) Oct. 1976 77 p. refs. Papers presented at the Aerospace Med Panel Specialists' Meeting, Copenhagen, 5-9 Apr. 1976 (AGARD-CP-189) Avail: NTIS HC A05/MF A01

The risk of significant cardinvascular change to a tactical fighter pilot from exposurs to aerial combat accelerations such as those postulated for new high performance aircraft is intestigated. Miniature swine were used as animal models to study the effects of high sustained acceleration. The seatback angle was assessed in relation to the psycho-physiological and physio-chemical changes in the human body. The utilization of the human centrifuge for training military pilots for air combat maneuvering i Gz stress is covered including the stress response and stress tolerance during the maneuvers. Centrifuge training improves the pilot's ability to effectively perform in the high G environment. For individual titles, see N77-11845 through N77-11653.

N77-11645# School of Aerospace Medicine, Brooks AFB, Tex. CHANGES IN CLINICAL CARDIOLOGIC MEASUREMENTS ASSOCIATED WITH HIGH +G SUB 2 STRESS

Kent K. Gillingham and Phelps P. Crump In AGARD The Pathophysiol of High Sustained I G sub z Acceleration, Limitation to Air Combat Manoeuvering and the Use of Centrifuges in Performance Training Oct. 1976 9 p refs (For primary document ages N77-11644 02-51)

Avail: NTIS HC A08/MF A01

Because of reports of subendocardial hemorrhage and myofibrillar degeneration in animals exposed to sustained high G loads, questions have been raised regarding the safety of exposing pilots and human subjects to the similar G-stress levels likely to be encountered in the new high performance fighter aircraft. Noninvasive clinical cardiologic data, including ECGs. vectoreardingrams, systolic time intervals, and maximal treadmill stress tests, were obtained from two groups of subjects before and at several times after exposure to high-G stress. The group exposed to the greater G stress developed moderate cutaneous petechlasis and had other minor physical findings after the G stress, but showed few significant changes in cardiologic data: serum total CPK and LDH levels rose, and preselection period shortened at 48 h poststress. The group exposed to the lesser G stress had no symptoms following the G stress, but the vectorcardiograms revealed transient 1-loop angle changes. and preejection period measured at one week poststress was significantly decreased. Because the surum anzyme changes were noncerdiac in origin, and because the few other changes were not in a direction indicative of cardiac damage, the G stresses imposed were not significantly injurious Author

N77-11646# School of Aerospace Medicine, Brooks AFB, Tex. VENTRICULAR PATHOLOGY IN SWINE AT HIGH SUSTAINED + G SUB 2

William F. MacKenzie and Russell R. Burton In AGARD The Pathuphysiol of High Sustained i G sub z Acceleration, Limitation to Air Combat Manoeuvering and the Use of Centrifuges in Performance Training Oct. 1976 3 p. refs (For primary document see N77-11644 O2-51). Avail: NTIS HC AO5/MF AO1

Study of miniature swine has shown two distinct types of cardiac pathology as the result of exposure to HSGz. Grossly visible endocardial hemorrhage of varying dagrees of severity occur consistently. In severe cases damage to Purkinje fibers is adequate to explain some of the ECG changes that have been found. A stress impocardiopathy is also found characterized by randomly distributed single or grouped, degenerate and dead muscle fibers surrounded by normal appearing fibers. Electron microscopically the lesion is characterized by profound changes in the contractile myofibrils known as myofibrillar degeneration. These changes have also been found in Purkinje fibers. It appears that the subendocardial hemorrhage is related to the combination of tachycardia, strong contractions (positive inotropism), and a hypovolemic ventricle. The stress myocardiopathy has a distinctly different and complex stiology. The ultrastructural lesions are not indicative of a primary hypoxic insult although hypoxic undoubtedly contributes.

N77-11647# Naval Air Development Center, Warminster, Pa. Crew Systems Dept.

PSYCHO-PHYSIOLOGICAL AND PHYSIO-CHEMICAL ABBESSMENT OF ACCELERATION INDUCED CHANGES IN HUMANS POSITIONED IN VARIOUS SEATBACK ANGLE CONFIGURATIONS

Victoria M. Voge, Harald J. VonBeckh, and Jeffry S. Bowman In AGARD. The Pathophysiol. of High Sustained +G sub z Acceleration, Limitation to Air Combat Manoeuvering and the Use of Centrifuges in Performance Training. Oct. 1976. 9 prefs (For primary document see N77-11644 02-51). Avail NTIS HC A05/MF A01.

A series of high-G tests were conducted on pilot/subjects using the multi-posture adjustable centrifuge test seat. An increase In human tolerance to sustained acceleration was demonstrated by employing several seat configurations. A significant increase in G tolerance was demonstrated with each increase in seatback angle. The position of the lower legs made no significant difference. Ten subjects between the ages of 20 and 44 with various body builds and G experience took part. All had passed the equivalent of a first class Navy flight physical, including complete spine X-rays and a determination of mental status. Some had previous G experience, either operational or in the human centrifuge, others did not. They were taking no aignificant medications at the time of the program, and were encouraged to eat normally, to get sufficient rest, and to avoid alcoholic beverages. The testing was carried out over a period of six weeks. The tests were carried out on the analog computer controlled, double gimbaled, dynamic flight simulator which consists of a human centrifuge having a fifty foot radius arm with the capability of attaining 40 G's in 7 seconds.

N77-11648# Royal Air Force Inst. of Aviation Medicine, Famborough (England). Biodynamics Div.

CENTRIPUGE ASSESSMENT OF A RECLINING SEAT David H. Gleister and Brian J. Lisher In AGARD The Pathophysiol. of High Sustained + f6 sub z Acceleration, Limitation to Air Combat Manoeuvering and the Use of Centrifuges in Performance Training Oct. 1976 8 p refs (For primary document see N77-11644 02-51)

Avail: NTIS HC A05/MF A01

A reclining seat has been built which would give a pilot a algnificant increase in acceleration tolerance whilst maintaining adequate forward vision. The effect of anti-G suit inflation has been investigated using three different pressure regimens, and positive pressure breathing (PPB) has been used to counter the added inspiratory effort which resulted from the considerable $\pm G$ acceleration vector. The reclining seat alone gave an increase in tolerance of 1.4G when compared with a conventional seat; anti-G suit inflation afforded a further 1.0 to 1.6G; and PPB a further 1.0G. The combination led to relexed greyout thresholds which averaged 7.4G in nine subjects. PPB produced a significant increase in vital dapacity and restored this expiratory reserve volume to near normal levels. Subjectively, breathing became much easier. The closing volume of the lung was increased by acceleration, but was not significantly affected by PPS. However, the increase in expiratory reserve volume with PPB should lead to less sirway closure during tidal breathing, with a consequent increase in arterial oxygen levels and a decreased susceptibility to acceleration atelectasis. A seat in which a near supine position is adopted with respect to the G ventor, when used in conjunction with an anti-G sult and positive pressure breathing, will result in a G tolerance which is in more accord with the performance of modern military aircraft.

N77-11648# Texas Univ., Galveston. Medical Branch. CORONARY FLOW AND MYOCARDIAL BIOCHEMICAL RESPONSES TO HIGH SUSTAINED : G SUS z ACCELERATION

H. L. Stone, L. A. Sordahi, R. T. Dowell, J. N. Lindsey, and H. H. Erickson (School of Aerospace Med.) In AGARD. The Pathophysiol of High Sustained +G sub z Acceleration, Limitation to Air Combot Manoeuvering and the Use of Centrifuges in Performance Training Oct 1978 8p :efs (For primary document see N77-11644 02-51)

Avail: NTIS HC A05/MF A01

In order to determine directly the myocardial response to + Gz acceleration, miniature swine were used as the experimental subjects. Some of the animals underwent surgical implantation of flow probes around the left circumflex coronary artery and a solid-state pressure transducer in the left ventricular cavity. All of the unaneathetized instrumented subjects were exposed to multiple + Gz acceleration levels for 60 to 120 seconds on a human centrifuge. Other subjects were exposed to a single acceleration level for 120 seconds and the hearts removed for

biochemical analysis 1 to 2 hours later. Mitochondria and a lysosomal fraction were isolated from the left ventricle of all animals. Mitochondrial analysis of ADP.O ratio, respiratory control index (RCI), oxygen uptake (QO2) and calcium uptake were made. Free and bound acid phosphiatase measurements were made in the lysosomal fraction. Left circumflex coronary artery flow (LCCF), heart rate (HR), left ventricular pressure (LVP), and the rate of rise of LVP (P), were measured in the instrumental animals. LVP and HR increased at all levels of acceleration studied while P increased initially but would decline later. LCCF decreased at all levels of acceleration stress. The mitochondrial ADP:O ratio and the RCI were unchanged but the QO2 and calcium uptake were increased at 9 ± Gz. Free acid phosphatase increased at the same level of acceleration.

N77-11650# Ohto State Univ., Columbus. Coll. of Veterinary Medicine.

EFFECT OF SUSTAINED +G SUB 2 ACCELERATION ON CARDIAC OUTPUT AND FRACTIONATION OF CARDIAC OUTPUT IN AWAKE MINIATURE SWINE

Robert L. Hamlin and Sidney D. Leverett, Jr. (School of Aerospace Med.) In AGARD. The Pathophysiol. of High Sustained + G sub z Acceleration, Limitation to Air Combet Manoeuvering and the Use of Centrifuges in Performance Training. Oct. 1976 6 p. refs (For primary document see N77-11644-02-52) Avail: NTIS. HC A06/MF A01

Effects of sustained + Gz on cardiac rhythm and output, and on fractionation of cardiac output (CO) were studied in 12 or miniature swine centrifuged, while swake, to either + 3Gz or + 5Gz. CO and its subfractions were measured by injecting radiolabeled microspheres into the left atrium. Percentage of CO perfusing most organs fell precipitously during + 6tiz, while that to the heart increased by twofold and that to the pelvic musculature remained nearly constant. At + 3Gz percentage perfusing most organs fell, but that to heart and all skeletal muscle rose twofold. When regional flow decreased, it decreased most to the eye, and next to liver, cerebrum, and renal cortex it decreased least to the midbrain, spleen, renal medulia and gut. The profound changes in CO and fractionation of CO in swake ministure swine subjected to + Gz may represent a summation of: reflex response, a waterfall effect, or deformation of nutrient arteries.

N77-11651# Centro di Studi e Ricarche di Medicina Aeronautica e Spaziale. Rome (Italy).

UTILIZATION OF HUMAN CENTRIFUGE FOR TRAINING MILITARY PILOTS IN THE EXECUTION OF PROTECTIVE STRAINING MANEUVERS

C. A. Ramacci and G. Meinen In AGARD. The Pathophysiol. of High Sustained + G sub z Acceleration, Limitation to Air Combat Manoeuvering and the Use of Centrifuges in Performance Training Oct. 1976. 3 p. (For primary document use N77-11644 02-51) Avail NTIS. HC A05/MF A01

The importance of the utilization of human centrifuges in the training of pilots in a rational execution of protective straining maneuvers is investigated. A group of young military pilots were submitted to 3 Gz for comparatively long durations. During the first centrifuge run the subjects were instructed to refrain from performing any voluntary straining maneuvers. Later, the same subjects were submitted to the same accoleration pattern, accompanied, this time, by the execution of the aforesaid straining maneuvers Exposures to G were repeated Changes in performance and in tolerance to G were evaluated by recording morphological changes of EXG and heart rate. Subjective feelings of pilots were recorded.

N77-11652# School of Assoxpace Medicine, Brooks AFB, Tex. Biodynamics Branch.

THE USE OF A FIXED BASE SIMULATOR AS A TRAINING DEVICE FOR HIGH SUSTAINED OR ACM (AIR COMBAT MANEUVERING) +G SUB 2 STRESS

S. D. Leverett, Jr. and R. R. Burton. In AGARD. The Pathophysiol. of High Sustained + G sub z Acceleration, Limitation to Air Combet Manoeuvering and the Use of Centrifuges in Performance Training Oct. 1976. 8 p. refs. (For primary document see N77-11644 02-51).

Avail: NTIS HC A05/MF A01

The imposition of 'Gz stress on 92 highly experienced tactical air command fighter pilots is investigated. A typical class of 22 of these pilots had an average of 1351.66 fighter hours, and were 29.04 years of age (1 or - 0.54). In this same class of 22 fighter pilots they estimated the highest G that they had ever pulled was 1 or - 9.0 Gz for 6.4 sec. From this data it was apparent that fighter pilots flying the F4E Phantom jet did

not pull high sustained G. Therefore a centrifuge program was initiated in order to train pilots at high sustained G and at ACM G. The profile used was as follows: (1) +3 Gz/15 sec . this was an orientation run in order to familiarize the pilot with the centrifuge environment; (2) +5 Gz/45 sec - this extended run was designed to enable the pilot to learn to pace his breathing and straining maneuver properly while being exposed to G sufficient to cause the anti-G suit to inflate: (3) a final ACM type profile that exposed him initially to 15 Gz/10 sec and then proceeded to +8 Gz/30 sec, decelerated to +5 Gz/10 sec and finally the centrifuge was brought to a halt. Under these conditions the 92 pilots' heart rate and rhythm was continuously monitored. Resting heart rate for this larger group prior to initiation of the run averaged 115.93 bpm. While the maximum heart rate at ±8 Gz was 167.04 bpm in all instances using a students t-test, the P value is < .001 when the heart rates at any G level are compared to the pre-run control heart rates. All of the pilots were able to complete the proposed series of runs after receiving training by the centrifuge group without a loss of vision.

N77-11653# EEG Research Inst., Osio (Norway), STRESS RESPONSE AND STRESS TOLERANCE IN FIGHTER PILOTS DURING 6 MANOEUVERS

C. W. Sem-Jacobsen In AGARD The Pathophysiol. of High Susteined +G sub z Acceleration, Limitation to Air Combas Manoeuvering and the Use of Centrifuges in Performance Training Oct. 1976 6 p (For primary document see N77-11644 02-51) Avail: NTIS HC 405/MF 401

EEG and EKG have been monitored from 250 active fightur pilots flying combat training involving repeated 6 G turns and pullups. 50 students and 9 pilots have been monitored while riding in the back seat of two seater fighters going through the same manosuvers. More than half of those pilots who had committed pilots error were unconscious with convulsions following 6 G manosuvers. Gross EEG changes were seen in the EEG. Studies of the EKG and heart rate illustrates the cardio-vascular response. The well suited pilots had a quick response with increase of heart rate when needed to maintain adequate blood supply to the brain. The unsuited groups demonstrate a slow, unsufficient cardiac response leading to brain-anoxis unconsciousness and convulsion. The student pilots and the 9 pilots fell in the same two different categories indicating a basid difference in the functioning of the autonomic narvous system in these two groups.

Author

52 AEROSPACE MEDICINE

includes physiological factors; biological effects of radiation; and weightlessness

N74-21718# Advisory Group for Aerospace Research and Development Paris (France)

MAN AT HIGH SUSTAINED + Gz ACCELERATION

R Burton (School of Aerospace Med.), S. D. Leverett, Jr. (School of Aerospace Med.), and E. D. Michaelson (Mt. Sinai Hosp.) Mar 1974 31 p refs

(AGARD-AG-190; AGARDograph-190) Avail: NTIS HC \$4.75 CSCL 08P

Man has tolerated +9Gz for 45 sec and +8Gz for 80 seconds. Physiological changes and tolerance limits in a sustained high acceleration environment are expressed by (1) high heart rate: (2) reduction in SaO2, (3) cardiac arrhythmia, and (4) subject fatigue. The effects of HSG are marked in terms of gas exchange and arterial hypoxia. Fatigue appears to be the critical factor regarding human limitations to HSG, and arterial desaturation appears to be the limiting factor in subjects using a reclining seat to prevent fatigue.

N74-26632# Advisory Group for Aerospace Research and Development, Paris (France). Aerospace Medical Panel. HELICOPTER AIRCREW FATIGUE
I. C. Perry, ed. May 1974 25 p. refs. (AGARD-AR-69) Avail: NTIS HC \$4.25 CSCL 05E

A study was conducted to provide: (1) a definition of sylator fatigue, (2) a fist of the effects of fatigue on operational effectiveness, (3) a statement of causal factors and diagnostic criteria, (4) a statement of preventive measures, and (5) a statement of methods of treatment of aviator fatigue. These specific alms were accomplished and are presented. In addition, the results are given of an aircrew opinion questionnaire and a review of 120 helicopter accidents.

N74-34570# Advisory Group for Aerospace Research and Development, Paris (France). OPERATIONAL ASPECTS OF VARIATIONS IN ALERT-

Bryce O. Hartman (School of Aerospace Med.), William F. Storm (School of Aerospace Med.), John E. Vanderveen (School of Aerospace Med.), Ernestine Vanderveen (School of Aerospace Med.), Henry B. Hale (School of Aerospace Med.), and Ralph R. Bollinger (School of Aerospace Med.) Aug. 1974 42 p refs (AGARD-AG-189; AGARDograph-189) Avail: NTIS HC \$5.25

Variations in alertness undoubtedly affect operator perform ance, sometimes to a degree which significantly degrades operational effectiveness. Alertness is a biological state with behavioral, neurophysiological and blochemical elements. Related states are vigilance, attention, and arousal. This monograph summarizes the literature on these topics, as well as the influence of Various environments on alertness levels, spontaneous fluctuations in alertness, and effects of such variation on operator performance. The environments under consideration include long duration flights, flights at night, monotonous tasks, solitude, mild hypoxia, and variations in thermal conditions in a flight compart-Author

N75-17079# Advisory Group for Aerospace Research and Development, Paris (France).

SURVEY OF CURRENT CARDIOVASCULAR AND RE-SPIRATORY EXAMINATION METHODS IN MEDICAL SELECTION AND CONTROL OF AIRCREW

A. Sceno (Scoula Militare di Sanita Aeronautica, Roma) Dec. 1974 13B p refs

(AGARD-AG-198; AGARDograph-198) Avail: NTIS HC \$5.75 Procedures for conducting the physical examination of aircrew personnel to determine the condition of cardiovascular and respiratory systems are discussed. The examination methods are identified by the country in which performed. Charts are developed which summarize the procedures with respect to: (1) the method used, (2) the aim, (3) the techniques for implementation, (4) the limits of reliability, (5) the weight conferred on each test, and (6) an evaluation of the results.

N75-17936# Advisory Group for Aerospace Research and Development, Paris (France).

AN ANTHROPOMETRIC SURVEY OF 2000 ROYAL AIR FORCE AIRCREW, 1970/71

C. B. Bolton (RAE), M. Kenward (Loughborough Univ.), R. E. Simpson (RAE), and G. M. Turner (RAF) Dec. 1974

(AGARD-AG-181; AGARDograph-181) Avail: NTIS HC \$4.75 An anthropometric survey of 2000 Royal Air Force aircrew personnel was conducted. Comparisons of means of certain body dimensions are shown for surveys conducted during periods from 1944 to 1971. The apparatus used on the procedures for conducting the measurements are reported. Other subjects discussed include the following: (1) sociological data, (2) the choice of measurements, (3) data recoding and processing, and (4) check messurements. Photographs of subjects being measured are provided. Results of the measurements are tabulated.

N75-23150# Advisory Group for Aerospace Research and Development, Paris (France). SPINAL INJURY AFTER EJECTION

R. Auffret and R. P. Delahaye Feb. 1975 59 p. refs (AGARD-AR-72) Avail: NTIS HC \$4.25

The statistical results of a survey conducted by 7 NATO Nations are analyzed, and the death rate as well as the rate and distribution of rachis fractures are given. Anatomical and physiological aspects are reviewed, and the pathogenic mechanism of fractures is discussed. In most usses, it is difficult to determine whether the rachis fractures occur when the seat is released or at landing. The pilot's position in the seat plays a fundamental role in the success of the ejection. The radiological aspects of rachis fractures are described, and the stress is laid on the difference between stable and unstable fractures. The therapy applied and the durations of unavailability from duty are indicated. An X-ray examination of the whole spine is recommended after

N75-29736# Advisory Group for Aerospace Research and Development, Paris (France).

TREADMILL EXERCISE TESTING AT THE USAF SCHOOL OF AEROSPACE MEDICINE: PHYSIOLOGICAL RESPONSES IN AIRCREWMEN AND THE DETECTION OF LATENT CORONARY ARTERY DISEASE
V. F. Froeligher (School of Arrents and August 2014)

V. F. Froeligher (School of Aerospace Med.), F. Yanowitz (School of Aerospace Med.), A. J. Thompson (School of Aerospace Med.), and M. C. Lancaster (School of Aerospace Med.) 85 p. refs (AGARD-AG-210, AGARDograph-210) Avail: NTIS HC \$4.25

Deaplts the selective nature of the USAF flying population, coronary heart disease is the leading disease cause of death, disability and removal from flying duties. The purpose is to present the experience of the United States Air Force School of Aerospace Medicine (USAFSAM) in the use of treadmill exercise for evaluating asymptomatic strorewmen. The monograph consists of separate studies involving aspects of treadmill testing experience at the USAFSAM including descriptions of techniques. For

N75-29737 Advisory Group for Aerospace Research and Development, Paris (France) PHYSIOLOGICAL PARAMETERS OF EXERCISE PERFORM-

In its Treadmill Exercise Testing at the USAF School of Aerospace Med. May 1975 p 1-14 (For availability see N75-29736 20-52)

When technology became available to collect and analyze expired air, the measurement of maximal oxygen consumption IVO2 max) was considered advantageous in evaluating functional aspecity. Tests were specifically designed to measure this physiological parameter. Maximal seroble working capacity is defined as the work level at which oxygen consumed falls to increase linearly with further increases in workload and the oxygen donsumption at this point is called VO2 max. A study was designed to compare VO2 max and other physiological parameters measured during three standard protocols and to evaluate the reproducibility of each.

N75-29738 Advisory Group for Aerospace Research and Development, Paris (France). ELECTROCANDIOGRAPHIC ASPECTS OF EXERCISE TESTING

In its Treadmill Exercise Testing at the USAF School of Aerospage Med. May 1975 p 14-80 refs (For availability see N75-29736

4

With additional experience and reevaluation of the original criteria, emphasis was placed on the importance of ST segment depression as the primary sign of myocardial ischemia. A table summarizes the studies screening asymptomatic men using the double Master's test or a test with a comparable workload. These studies included follow-up data and it is apparent that postexercise ST segment depression identified a high risk group of men. The epidemiological terms used to describe the performance of screening tests are defined.

N76-14768# Advisory Group for Aerospace Research and Development, Paris (France)

AEROMEDICAL IMPLICATIONS OF RECENT EXPERIENCE WITH COMMUNICABLE DISEASE

Pensacola, Fla.) Sep. 1975 88 p. refs. Conf. held at Toronto. Canada, 7-8 May 1975 (AGARD-CP-159) Avail: NTIS HC \$5.00

Epidemiology, detection and diagnosis, treatment and prevention of infectious diseases of aeromedical interest are discussed. For Individual titles, sen N76-14759 through N76-14773

N76-14759 Institut fuer Wehrmedizin und Hygiene. Koblenz (West Germany).

EPIDEMIOLOGIC RISK FACTORS OF FLUSH-RECYCLE TOILETS IN AIRCRAFT

Wolfgang H. Fischer In AGARD Aeromedical Implications of Recent Experience with Communicable Disease Sep. 1975 2 p (For availability see N76-14758 05-52)

In connection with emergency air transports from areas of low hygienic standards and presence of important infectious diseases, laboratory tests and field trials disclosed a number of serious hygienic deficiencies which were taking an exceedingly critical course during middle range and long distance flights and also by exposal of ground servicing personal and vehicles to infectious waste material. It is shown that tollet sanitation systems presently used in stillners do not meet the standards required for the health of air crews and passengers. Commonly used sanitary fluids for toilet operation are presented and their quality discussed. Recommendations are given to improve the aircraft toilet sanitation.

N76-14760 Air France, Parls. Service Medical Central TRANSPORTATION OF PASSENGERS WITH CONTAGIOUS DISEASES ON AIRLINERS (LE TRANSPORT DES MALADES

CONTAGIEUX EN AVION DE LIGNE | Michel Perin in AGARD Aeromedical Implications of Recent Experience with Communicable Disease Sep. 1975. 8 p. refs. In FRENCH, ENGLISH summary (For availability see N76-14758. 05-521

The problems related to the transportation of passengers with contagious diseases on strillners were discussed. It was pointed out that the refusal of most airlines to transport such passengers can sparcely be justified by reference to either laws or regulations, it introduces the risk of arbitrary, mistaken, or prejudiced conduct and it can cause serious harm to certain patients it also does not seem logical since airlines learn about only a small fraction of the contagious persons who travel, and public health is much more greatly endangered by unknown contagious persons. It was concluded that sirlines should continue to refuse to fransport unly those passengers having diseases characterized by vomiting or serious diarrhea or transmitted through the air, if it is impossible by simple means to avoid the risk of contaminating other travellers and flight craw members who might be receptive.

N76-14761 Johann-Wolfgang-Goethe-Universitet, Frankfurt am Main (West Germany).

FOOD POISONING OBSERVED WITH AIRPLANE CREW AND PASSENGERS DEPENDING ON AIRPLANE OPERA-TIONS

R Schubert In AGARD Aeromedical Implications of Recent Experience with Communicable Disease. Sep. 1975. 3 p. refs. (For availability see N76-14758 05-52)

Many food poisonings can more easily be caused during air plane operations. They can create even more serious problems than on earth. In this connection they can be caused during the flight if it is of long duration and even bring about the symptoms of the illness. More frequently, however, they have been acquired before. Sometimes a gastrointestinal disturbance, the traveller's disease, can be observed appearing like a food poisoning without being such in the original sense. On flights from certain regions

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of the globe, especially from the har best, one must expect cases of food poisoning in the air traffic more often than from other countries

N76-14762 Bayerische Landesimpfanstalt, Munich (West Germany)

IMPORTATION, DIAGNOSIS AND TREATMENT OF SMALLPOX, CHOLERA AND LEPROSY

H. Chr. Huber, V. Hochstein-Mintzel, and H. Stickel. In AGARD Aeromedical Implications of Recent Experience with Communicable Disease. Sep. 1975. 4 p. refs (For availability see N76-14758 05-52)

Since 1957 a total of 11 cases of smallpox have been introduced into the FRG. The final diagnosis was usually delayed until the 10th day after the onset of clinical symptoms. The diagnosis of variols must be supported by epidemiological data and laboratory tests. Epidemiological data refer to travel in endemic areas, the probability and time of contact, and the resulting incubation period. Laboratory examination is usually restricted to three tasts, serological examination for hemagglutination inhibiting antibodies electron microscopy of skin scrupings, and virus isolation on the chorioaliantoic membrane of embryonated eggs. The importation of cholers and leprosy bears minor problems as to the possible spread of the diseases. Introduction of cholera cannot be avoided by public health measures. An endemic spread, however, does not need to be considered in countries of appropriate standards of public hygiene. The prognosis of the disease is quite favorable, provided that proper therapy is initiated in the party stages.

N76-14763 Deutsche Luftharisa Aktiangesellschaft, Frankfurt am Main (West Germany)

TRANSPORTATION BY AIR OF A LASSA FEVER PATIENT IN 1974

Horst H. Renemann In AGARD Aeromedical Implications of Recent Experience with Communicable Disease Sep 1975 5 p. refs (For availability see N78-14758 05-52)

Lassa fever, also known as arenavirus disease and Casals' disease, was recognized for the first time in 1989 in Lassa, Nigeria. Its fatulity ratio has been high in clinically observed dases; 10 out of 22 infected physicians and medical workers died of it. The person-to-purson transmission probably takes place when sirborne viruses from the sore mucous membrances in the mouth and pharynx are expelled by breathing, talking and coughing. A German patient with arenavirus, Dr. Mandrella, was transported from Nigeria to Germany in March 1974, by Condor Bosing 707-430 manned by a volunteer flight crew of Lufthansa The special preparation of the plane to prevent transmission of airborne viruses to the flight crew and other measures taken against contamination will be described. Author

N76-14764 Air Transport Command, Trenton (Ontario). LASSA FEVER: TO AIR EVACUATE OR NOT

A. J. Clayton. In AGARD. Aeromedical Implications of Recent Experience with Communicable Diseases. Sep. 1975. 4 p. refs. (For availability see N76-14758 05-52)

The clinical features of Lassa Fever are briefly discussed and the epidemiology of the disease is outlined with respect to the five recorded outbreaks between 1969 and 1974. The Canadian Government having become involved in two potential six evacuations of patients from West Africa is concerned over the risks to medical flight teams and receiving hospital personnel. in the event of cases of Lasua Fever being repatriated to Canada A survey is being carried out on Canadian Forces long range transport aircraft to study the interobiological environment within two types of aircraft during flights by dispersing nonpathogenic organisms. The objective is to determine the optimum location for a patient with a highly infectious disease and to ensure minimal transmission of organisms. Author

N76-14765 School of Aerospace Medicine, Brooks AFB, Tex Epidemiology Div.

INTERNATIONAL QUARANTINE FOR CONTROL OF MOSQUITO-BORNE DISEASES ON GUAM

Wesley R. Nowell In AGARD Aeromedical Implications of Recent Experience with Communicable Disease Sep 1975 8 p. refs (For availability see N76-14758 05-52)

The initial mosquito survey of Guam conducted in 1936 revealed the presence of five indigenous species. Subsequent surveys showed a steady climb to fifteen species in 1969, and a dramatic jump to thirty-five by 1972. Japanere B encephalitis. and filariasis, five primary mosquito-borne diseases known to

occur on Pacific Islands, have been found on Guam, and trends of the diseases are emphisized. The Island of Guam is centrally located in the Western Pacific and aircraft are implicated in the introductions of new mosquito species. Chronic problems associated with aircraft quarantine inspections and insect control procedures are described, and methods to curb the introduction of new mosquito species and their associated diseases are discussed.

N76-14766 School of Aerospace Medicine, Brooks AFB, Tex.

AN EPIDEMIC OF CHIKUNGUNYA IN THE PHILIPPINE ISLANDS: POSSIBLE ROLE OF AIRCRAFT DISSEMINA-TION

George D. Lathrop and Paul J. Homme In AGARD Aeromedical Implications of Recent Experience with Communicable Disease Sep. 1975 6 p. refs (For availability see N76-14758 05-52)

Twin outbreaks of chikungunya, a Group A arbovirus, are analyzed that occurred on the Island of Negros, Republic of the Philippines during 1968-1969. Epidemiologic data derived from interviews, serologic, and virologic testing showed that young and middle aged people were immunologically susceptible, and that the disease was transmitted in three week waves by the mosquito, Aedes albopictus, Inferential evidence suggested that acquired immunity due to an apparent 1920 chikungunya epidemic accounted for a lower attack rate in the elderly population. Chikungunya was probably introduced into Negros by aircraft or ships from Manila, where a smaller outbreak had been documented in 1967-1968. The outbreaks on Negros subsided naturally prior to increased mosquito abatement and public health control measures. Unconfirmed clinical evidence suggested that the disease was disseminated into the adjacent islands of Cebu and Mindanao.

N76-14767 Bayerische Landesimpfanstalt, Munich (West Germany).

THE ATTENUATED LIVE SMALLPOX VACCINE, STRAIN MVA RESULYS OF EXPERIMENTAL AND CLINICAL STUDIES

V. Hochstein-Mintzel, H. Stickel, A. Mayr, H. Chr. Huber, H. Schaefer, and A. Holzner. In AGARD. Aeromedical implications of Recent Experience with Cummunicable Disease. Sep. 1975. B.p. refs. Prepared in cooperation with Inst. fuer Mikrobiol.. Muenchen (West Germany) (For availability see N78-14758-05-52).

in an attempt to basically after and improve smallpox vaccination, the use of an attenuated strain of vaccinia virus was proposed. Attenuation was effected through more than 500 continuous passages in chick embryo fibroblast cultures. Animal experiments showed the complete absence of neurovirulence for the attenuated strain. The favorable experimental results led to a field study of primary vaccinations in the human. The recommended procedure was to administer 0.1 ml of attenuated vaccine intradermally, followed by conventional cutaneous smallpox vaccination 7 to 28 days later. The results may be summarized as follows: the local reaction to the attenuated vaccine merely amounted to slight reddening and infiltration at the site of injection with complete absence of typical vaccinal lesions. Untoward systemic reactions were not observed. The subsequent cutaneous vaccination resulted in 84% major reactions and 9% equivocal reactions. Seven percent remained negative, 78% of the takes were of the accelerated type, giving evidence of the Immunizing capacity of the attenuated strain. Author

N76-14768 Institute of Avistion Medicine, Fuerstanfeldbruck (West Germany).

COCCIDIOIDOMYCOSIS AND AVIATION

G. Apel and V. Grouls. In AGARD. Aeromedical implications of Recent Experience with Communicable Disease. Sep. 1976. 3 p. refs. Prepared in cooperation with Inst. of Pathol., Bonn-Venusberg (West Germany) (For availability see N76-14758.05-52).

In the age of transatiantic travel and mass tourism it can not be precluded that Coccidioidomycals will be brought to an as on the globe in which this disease has hitherto been unknown. Since the incubation period will last two to three weeks and occasionally also four weeks, the disease will frequently occur only after all passengers have long returned to their home countries. Considering the atriking similarity with the clinical picture of pulmonary tuberculosis, it is not surprising that in Europe the disease is diagnosed as tuberculosis, even more so since tuberculination may often be positive. The patients are then subjected to an anti-tuberculous therapy, which necessarily must remain without success in such cases. If an exact case history

including travels abroad and residences in endemic areas of Coccidioidomycosis can be established, a clue pointing to the true nature of the disease may be obtained.

Author

N76-14769 Institute of Aviation Medicine, Fuerstenfeldbruck (West Germany).

THE INDUCTION OF INTERFERON AND SPECIFIC SMALLPOX IMMUNITY BY GRAL IMMUNIZATION WITH LIVE ATTENUATED POX VIRUS

A May, and H. Stickl /n AGARD Aeromedical Implications of Recent Experience with Communicable Disease Sop 1975 5 p refs Prepared in cooperation with Inst. fuer Mikrobiol. Muenchen (West Germany) (For availability see N76-14758 05-52)

In the human, oral immunization with live attenuated virus was affected by the administration of virus-containing tablets. The procedure caused no untoward effect in primary vaccines. Subsequent skin testing and conventional cutaneous vaccination resulted in accelerated takes, demonstrating successful oral pre-immunization. Altenuated heterologous pox virus was shown to have a high interferon inducing capacity. Induction was optimal when the virus was applied to the mucous membranes of the oral cavity. Clinical trials showed significant effects of interforon induction in recurrent herpetic infections. Oral application of vaccines needs neither trained staff nor medical equipment, it confers short term non-specific protection from disease, followed by specific immunity. The usual contraindications to smalippa, vaccination need not be observed. Untoward effects, quite common to routine methods, are not to be expected.

N76-14770 Centre Principal d'Expertises Medicales du Personnel Navigant, Paris (France).

INCIDENCE OF INFECTIOUS TROPICAL DISEASES DIAGNOSED ON FLYING PERSONNEI. [IMPORTANCE DE LA PATHOLOGIE INFECTIEUSE D'ORIGINE TROPICALE DANS L'EXPERTISE MEDIC: LE DU PERSONNEL NAVI-GANT)

R. Carre, J. Patacq-Crouzet, A. Didier, and J. Bastien. In AGARD Aeromedical Implications of Recent Experience with Communicable Disease Sep. 1975. 6 p. in FRENCH (For availability see N76-14758 05-52).

Statistical data on the incidence of infectious tropical diseases diagnosed during the period 1969 to 1972 on French military and commercial flight crews was presented. The personnel examined were those making regular trips to Africa, Madagascar, the West Indies, and Reunion Island. The two diseases most widely detected were amebiosis (106 cases, including 13 severe cases localized in the liver and 93 cases localized in the intestinal tract) and malaria (45 cases, including 8 severe cases with encephalic and comatose involvements). The following other parasitic diseases were observed, bilharziasis (5 cases), filariasis (4 cases), stomatosis (2 cases), strongyfoldiasis (8 cases), and ankylostomiasis (5 cases). Most cutaneous diseases detected were of bacterial origin. Viral hepatitis was widely observed on personnel having travelled in Africa, and dengue was diagnosed on military personnel returning from the Pacific.

N76-14771 Tropen Inst., Hamburg (West Germany)
DIAGNOSTIC METHODS IN TROPICAL MEDICINE

Werner Mohr In AGARD Aeromedical Implications of Recent Experience with Communicable Disease Sep. 1975 3 p (For availability see N76-14758 05-52)

The doctor consulted by persons returning from overseas countries should have a certain knowledge of geographical medicine. He must know in which regions on the globe malaria occurs, and where intestinal diseases are provalent. A precise anamnesis of the patient's itinerary is most essential. During the physical examination the examiner is likely to recognize a number of symptoms which will help him along diagnostically. (1) Rashes and dischromia: (2) edemas: (3) lever; (4) enlargement of the liver; (5) enlargement of the spicen; (6) respiratory changes; (7) changes in stool (diarrhea); and (8) changes in urine (hematuria), to name but a few.

N76-14772 Bayerische Landesimpfanstalt, Munich (West Germany)

THE THREAT OF TROPICAL DISEASES AND PARASITOSES (SOME EPIDEMIOLOGICAL AND CLINICAL ASPECTS)

G. T. Werner, H. Chr. Huber, H. Stickl, and V. Hochstein-Minizel In AGARD. Aeromedical Implications of Recent Experience with Communicable Disease. Sep. 1975. 5. p. refs (For availability see N76-14758-05-52).

The rapid increase of travels to the warm countries has brought the threat of tropical diseases to our doors. Furthermore

a great number of people are in employment overseas Bosidos, the continuous influx of laborers, students or immigrants from tropical countries can create new medical problems. There is no real danger that tropical diseases are going to cause epidemics in the highly developed countries, as the hygienic standards prevent generalized outbreaks. There is, however, a substantial danger in the individual case due to missed or delayed diagnosis and treatment. Reviewed are those tropical diseases which are imported frequently or which present problems in the single case. Cosmopolitan diseases which are nice common in the tropics, like hepatitis, polio, tuberculosis are excluded.

N76-14773 Tropen Inst. Hamburg (West Germany)
AIR TRAFFIC AND THE PROBLEM OF IMPORTATION OF
DISEASES FROM THE TROPICS

Werner Mohr /n AGARD Aeromedical Implications of Recent Exportence with Communicable Disease Sep. 1975 3 p (For

availability see N76 14758 05-52)

It is not possible to deal with all diseases which could be imported from the tropics to Europe or the temperate climate zones respectively. However, helminthic diseases should be referred to briefly. The most frequent and important ones among them are hookworm infestation, bilharziosis (schistosomiasis) in all its various forms, and filariasis. Time and again it can be observed that persons returning from the tropics may have contracted a variety of infectious diseases, especially intestinal parasites. There are a number of measures that should be taken to give protection against the diseases described above (1) Protective inoculation against certain diseases and prophylactic medication; (2) it is of great importance to instruct physicians at home, i.e. in the temperate climate zones, in tropical diseases and their diagnosis; and (3) any person on return from the tropics should be subject to a close medical examination, in particular when such a person suffered from any disturbances of health during his stay in the tropics or is still suffering from such disturbances.

N76-17786# Advisory Group for Aerospace Research and Development, Peris (France). EFFECTS OF LONG DURATION NOISE EXPOSURE ON HEARING AND HEALTH

Milton A. Whitcomb, ed. (NSF) Nov. 1975-94 p. refs. Presented at the Aerospace Med. Panel Specialists Meeting, Toronto, 5. May

(AGARD-CP-171) Avail: NTIS HC \$5.00

There can be no doubt that noise exposures of durations greater than eight hours present a heard to the hearing of air crews flying noisy aircraft and, particularly, for those more susceptible crew members. Noise reduction around NATO eirports to insure public health is examined. Data are examined on the incidence of stress-induced pathologies such as ulcers or emotional disorders for those exposed to long-duration noise, as compared to nonnoise exposed individuals. Flight crews exposed to such long durations of noise were monitored both audiometrically and for abnormal incidence of cardiovascular disease, ulcers, and other psychosomatic complaints. Long-duration noise exposure to the moderate levels of noise that occur in aircraft cockpits was also studied. The rundamental mechanisms causing cochlear damage (mechanical and biological) are critically examined. For individual titles, see N76-17787 through N76-17799.

N78-17787 Ohio State Univ., Columbus. Dept. of Otolaryngol-

MODE OF COCHLEAR DAMAGE BY EXCESSIVE NOISE, AN OVERVIEW

David J. Lim and William Melnick In AGARD Effects of Long Duration Noise Exposure on Hearing and Health Nov. 1975 6 p. refs (For availability see N78-17786 08-52) (Contract F33615-74-C-4049)

Damage to the cochles is examined and is believed to be caused by a physical or metabolic stress exerted on the sensory cells. Evidence to support both mechanisms is overwhelming, and is reviewed, injury can be brought about by the chemical or metabolic alteration in the surrounding medium. Beeldes apparent mechanical damage inflicted on the organ of Corti by the acoustic hyperstimulation, the evidence of metabolic damage to the sensory cells is subtle. The subtle changes include: (1) proliferation and vacuolization of endoplasmic reticulum in sensory cells. (2) swelling of mitochondria in both sensory cells and afferent nerve endings, (3) morphological alteration of stereocilia and (4) swelling and degeneration of stris vascularis. These findings imply that the high-energy-yielding enzyme systems are rendered inoperative in these cells, resulting in cell degeneration. Photomicrographs are shown.

N76-17788 Ohio State Univ., Columbus. Dept of Otolaryngol-

TTS IN MAN FROM A 24-HOUR EXPOSURE TO AN OCTAVE BAND OF NOISE CENTERED AT 4 kHz
William Melnick /n AGARD Effects of Long Duration Noise

William Melnick In AGARD Effects of Long Duration Noise Exposure on Hearing and Health Nov. 1975 8 p. refs (For availability see N76-17786 08-52) (Contract F33616-71-C-4049)

(AMRL-18-75-3)

Seven men were exposed to 24 hours of continuous noise in a sound field. The noise was an octave band centered at 4 kHz at two octave band levels. 80 and 85 db. Hearing thresholds were measured in one ear at 11 test frequencies ranging from 250 to 10,000 Hz prior to exposure and at selected intervals during and after exposure. Temporary threshold shift (7TS) reached asymptotic levels between 8 and 12 hours of exposure. Results indicate that maximum TTS occurs at 4 and 6 kHz. Asymptotic levels at the 80 db exposure level are 9.7 db for 4 kHz and 7.7 db for 6 kHz. With the 85 db noise level, these levels are 18.4 db and 16.5 db, respectively. Threshold shift for this subject group is less than would be expected from results of previous investigations, and is attributed to subject sampling bias. Author

N76-17789 Italian Air Force Medical Service of the 2d Air Region, Rome Sanitary Group - 1st Aerobrigade.
PROTECTIVE EFFECTS IN MEN OF BRAIN CORTEX GANGLIOSIDES ON THE HEARING LOSS INDUCED BY HIGH LEVELS OF NOISE

G. Maniero and G. A. Molinari (Padua Univ., Italy) in AGARD Effects of Long Duration Noise Exposure on Hearing and Health Nov. 1975 6 p. refs (For availability see N76-17786 08-52)

It is known that the prolonged exposure to noise of intensity greater than 70-80 decibels produces a temporary rise of the acoustic threshold (TTS). Gangliosides, (glycolipids which seem to interfere with the transmission of nervous impulse), were used In preventing TTS rise. By means of ganglioside administration, a possible interference on the traumatizing effect of noise on the cochies was observed and studied. Following otologic and audiometric examination, 20 healthy male subjects were chosen. The TTS2 was nalculated, both in basel conditions and after ganglioside administration. Results indicate that the gangliosides. administered in opportune doses and modalities, are capable of preventing in all subjects the physiological rise in the hearing threshold after exposure to noise. In contrast, the nontreated subjects in the same experimental conditions have either the same TTS2 or show a large shift. Therefore, the positive fallure in shift, occuring in the treated patients, is most probably due to ganglioside offect.

N76-17790 Minnesota Univ., Minneapolis. Hearing Research Lab.

STUDIES OF ASYMPTOTIC TTS

W. Dixon Ward In AGARD Effects of Lung Duration Noise Exposure on Hearing and Health Nov. 1975 7 p refs Sponsored by Natl. Inst. for Occupational Safety and Health (For availability see N78-17785 08-52)

Ten young normal-hearing listeners were subjected to a series of exposures to 4000-Hz noise for neriods ranging from 2 to 24 hours. The esymptotic TTS (temporary threshold shift) was always reached in 8-12 hours with no suggestion of a sharp increase between 8 and 24 hours. Little difference could be seen in the rate of recovery from the TTS produced by 8- and 24-hour exposures. Results indicate that exposures longer than 8 hours are not unusually hezerdous. If there is an increased risk of eventual permanent hearing demage from repeated delity exposures longer than 8 hours. It probably comes from the fact that as the daily exposure becomes longer than 8 hours, the quiet Interval before the next exposure is shortened, so that the next day's exposure is begun with the auditory system still in a latiqued state.

N76-17791 Aerospace Medical Research Labs., Wright-Patterson AFB, Ohio.

ASYMPTOTIC BEHAVIOR OF TEMPORARY THRESHOLD SHIFT DURING EXPOSURE TO LONG DURATION NOISES

D. L. Johnson, C. W. Nixon, and M. R. Stephenson In AGARD Effects of Long Duration Noise Exposure on Hearing and Health Nov. 1975 6 p. refs (For availability see N76-17786 08-52)

Exposure to a constant noise level (pink noise, i.e., jet aircraft noise) for more than 16 hrs has been shown by many investigators to cause a Temporary Threshold Shift (TTS) in hearing that remains

constant. This behavior, which is independent of exposure duration, is called Asymptotic TTS. Data are given which show that although TTS may remain constant, the recovery of hearing back to normalcy does depend on the duration of the exposure. Significant differences in recovery between a 24 hr exposure and a 48 hr exposure were observed. It is believed that for hearing conservation purposes, the time Air Force personnel should be allowed to recover from long duration noise exposures in quiet depends on the exposure duration. Suggested guidelines for assuring recovery of Asymptotic T7S are given and the research program aimed at improving these guidelines is discussed.

N76-17792 Defence and Civil Inst of Environmental Medicine. Downsview (Ontario). Behavioral Sciences Div.

THE INCIDENCE OF TEMPORARY AND PERMANENT HEARING LOSS AMONG AIRCREWS EXPOSED TO LONG-DURATION NOISE IN MARITIME PATROL

In AGARD Effects of Long Duration Noise Exposure on Hearing and Health Nov. 1975 7 p refs (For availability see N76-17786 08-52) (DCIEM-75-RP-1073)

The CP-107 Argus has been in operation with the Canadlan Forces since 1957 as a long-range maritime patrol alroraft. The endurance capability of the aircraft is at least 24 hours at reconnaissance altitudes and speeds. Flight durations from 12 to 20 hours occur routinely, during which ambient noise levels at various crew and rest stations range from 90 to 99 dBA. An assessment of crew and operational problems arising from long-duration flights in the Argus shows that about half of the crew sustain temporary threshold shifts in excess of levels considered to be acceptable for long-term exposure. The hearing levels of 223 pilots, navigators and flight engineers were studied with career flying times in the Argus ranging from 2500 to 10,000 hours. Results of the study suggest that repeated long-duration noise exposure, as experienced in the aircraft, are not any more deleterious to hearing thresholds than is repeated exposure, at approximately equivalent intensity levels, in shortand medium-range aircraft.

N76-17793 Centro di Studi e Ricerche di Medicina Aeronautica e Spaziale, Rome (Italy).

PSYCHO-PHYSICAL PERFORMANCE OF AIR FORCE TECHNICIANS AFTER LONG DURATION EXPOSURE

Cesare A. Ramacci and Paolo Rota In AGARD Effects of Long Duration Noise Exposure on Hearing and Health

1975 3 p. refs (For availability see N76-17786 08-52)
Psychological and psycho-physiological tests were carried out (Toulouse Pieron test, flicker fusion test, reaction time) on 20 Air Force technicians, on duty at an aircraft maintenance and flight line, exposed to high level noise. Work conditions considered were: (1) continuous exposition to noise of about 120 db, for one hour and half; and (2) continuous exposure for five hours to 60-80 db noise, with transient increases up to 90-115 db. The technicians used, when necessary, individual or collective ear protection. The technicians were divided into 3 groups and given specific tasks to perform. The tests, carried out before and after noise exposure, do not show significant changes of task performance.

N76-17794 Institute of Aviation Medicine, Fuerstenfeldbruck (West Germany).

OF EAR PROTECTORS ON SOME THE EFFECTS AUTOMATIC RESPONSES TO AIRCRAFT AND IMPULSIVE

G. R. Froehiloh In AGARD Effects of Long Duration Noise Exposure on Hearing and Health Nov. 1975 5 p (For availability see N76-17786 D8-52)

Three different types of ear protectors were evaluated for protection against jet aircraft noise and other noise. Autonomic nervous system responses were measured for 25 aubiects who participated in the study. Peripheral blood flow and electrodermal responses were also measured. Jet girdraft noise levels of 95 db. and other noises (a pistol shot) of 130 db were provided. Subjects were asked to select tile ear protector giving the greatest protection. Results are presented and discussed.

N76-17795 Caritro di Studi e Ricerche di Medicina Aeronautica e Spaziale. Rome (Italy)

INFLUENCE OF THE NOISE ON CATECHOLAMINE

G. Paolucci In AGARD Effects of Long-Duration Noise Exposure on Hearing and Health Nov. 1975 2 p (For availability see N76-17788 08-52)

Aviation specialists were exposed daily to high noises and fully protected against hearing damage by ear plugs. The exposed people were divided in two groups of ten subjects, each one exposed to different noisy conditions. One group was exposed to continuous and steady noise of 120 db for 1 hour and 1/2 hour, and the other was exposed to intermittent noise of 80-100 db for 5 hours, with intervals between impulsive bursts of 20 feet, lesting each only a few seconds. The subjective tolerance was good and no disturbance or fatigue reactions appeared at the and of the exposure. Urinary catecholamine excretion was assayed the day before the test (in noiseless place) and the next one at the end of the exposure. Results indicate that no change in catecholamine release occurs upon trained people with hearing fully protected. Author

N76-17796 Nevai Regional Medical Center, San Diego, Calif. Dept. of Otolaryngology

EFFECTS OF NOISE EXPOSURE

Robert W. Cantrell In AGARD Effects of Long Duration Noise Exposure on Hearing and Health Nov. 1975 13 p. refs (For availability see N75-17786 08-52)

It is known that noise can damage the inner ear, result in hearing loss, be a source of annoyance, disturb sleep, and interfere with speech. There is some evidence that it may adversely affect mental health, the cardiovascular system, basic blochemistry, and decrease work performance. Current knowledge is reviewed of how intensity, duration and frequency composition of noise affects the auditory, annoyance, sleep and speech interference, psychological and sociological responses in man. Author

N76-17797 Naval Regional Medical Center, San Diego, Calif. Dept. of Otolaryngology.
PHYSIOLOGICAL EFFECTS OF NOISE

Robert W. Cantrell In AGARD Effects of Long Duration Noise Exposure on Hearing and Health Nov. 1975 11 p refs (For availability see N76-17786 08-52)

The effect of noise on the bigghemistry of the body, the cardiovascular system, and the organ systems controlled by the autonomic nervous system are examined. Noise serves as a stressful stimulus which provokes the General Adaption Syndrome, and is one of the several stressful stimuli which activate this syndrome via the hypothalmus to the pituitary which produces ACTH resulting in increased adrenocortical activity. There is considerable evidence to support this concept, and this theory along with recently carefully controlled studies, are reviewed.

Author

N76-17798 Army Aeromedical Research Lab., Fort Rucker, Ala. AN INVESTIGATION OF AIRCRAFT VOICE COMMUNICATION SYSTEMS AS SOURCES OF INSIDIOUS LONG-TERM ACQUISTIC HAZARDS

Robert T. Camp, Jr., Ben T. Mozo, and James H. Patterson In AGARD Effects of Long Duration Noise Exposure on Hearing and Health Nov. 1975 6 p (For availability see N76-17786 08-52)

The acoustic output of voice communication systems was measured helicopter during training flights. The results of analyses of samples of aircraft voice communication systems noise are examined. Specifically discussed are ear protecting devices (helmets) used to reduce cockpit noise and passenger compartment noise. It is found that the microphones in the helmets emit sound levels which are harmful over a long period

N76-17799 Universitaetsklinikum Essen (West Germany).
PHYSIOLOGICAL RESPONSES DUE TO NOISE
INHABITANTS AROUND MUNICH AMPORT NOISE IN Gerd Jansen In AGARD Effects of Long Duration Noise Exposure

on Hearing and Health Nov. 1975 5 p (For availability see N76-17786 08-52)

Results are examined of an interdisciplinary research study on aircraft noise effects on inhabitants around German airports. A pilot study (around Hamburg sirport) and a main study (around Munich airport) were conducted by acoustical, demographic, social scientific, psychological, physiological and medical sections of scientists. It was found out that, in general, there is no adaptation to aircraft rioise. A linear relation exists between increasing noise stimuli (combined noise, exposure, measure of noise levels, and number of flyovers) and human reactions. A discussion of physiological results leads to the opinion that physiological reactions are more related to sound levels whereas the 'whole reaction' (annoyance, blood pressure etc.) is more related to combined noise exposure measures.

Author N76.19789# Advisory Group for Aerospace Research and Davelopment, Paris (France)

THE USE OF IN-FLIGHT EVALUATION FOR THE ASSESSMENT OF AIRCREW FITNESS

Chester L Ward, ed (Army Med Res and Develop Command, Washington, D.C.) Feb. 1976-70 p. refs. Presented at Aerospace Med Panel Specialists Meeting, Ankara, 24 Oct. 1975. (AGARD CP-182, ISBN-92-835-1208-1). Avail. NTIS

Various aspects of in-flight determinations of physical, psychological, physiological and bioaeronautical suitability and finess of arcrew are presented These include some in flight and simulation techniques, examination methods, bioinstrumentation and procedures for fitness studies as well as results of assessment of the ability to fly safely with orthopedic injuries, amputations, and visual deficiences, plus a few other physiolocial and psychological situations. Also included are assessments of paratroopers and nonpilot aircrew in their performance of duty. For individual titles, see N76-19790 through N76-19796.

N76-19790 Army Medical Research and Development Command. Washington, D.C.

US ARMY MEDICAL IN-FLIGHT EVALUATIONS, 1985-1975

Chester L Ward, Nicholas F Barraca (Brooke Army Med. Center, Ft Sam Houston, Tex.). Robert J. Kreutzmann (Madigan Army Med. Center, Washington). David D. Glick (Army Aeromed. Res. Lab., Fort Rucker, Ala.), and Morris A. Shamah. In AGARD The Use of In-Flight Evaluation for the Assessment of Aircrew Fitness. Feb. 1978, 10 p. refs (For availability see N78-19789, 10-52).

The U.S. Army has recognized that the services of many experienced but medically disqualified aviators can be lost unless a method is established to comprehensively investigate an individual's adeptation and complete espability. Therefore one hundred thirty-two in-flight evaluations for a 10 year period (1985-1974) were reviewed, information from the records and reports reposited at the U.S. Army Aeromedical Center, Fort Rucker, Alabama, was read, extracted and synthesized. Evaluation methods used, plus the results of compiling case classifications and the subsequent medical recommendations for duties involving flying are presented and discussed. Specific categories of individuals presented in detail are lower extremity amputees, 'one-eyed' aviators, and color vision defective aviators. Author

N76-19791 Civil Aeromedical Inst., Oklahoma City, Okla. ACCIDENT EXPERIENCE OF CIVILIAN PILOTS WITH STATIC PHYSICAL DEFECTS

J. Robert Dille and Charles F. Booze. In AGARD. The Use of In-Flight Evaluation for the Assessment of Aircrew Fitness. Feb. 1976. 5 p. refs (For availability see N78-19789. 10-52).

The U.S. Federal Aviation Administration (FAA) is committed to establishment of airman physical standards and certification policies that are as liberal as possible compromising aviation safety. Throught the years, medical flight results, research, and consultant opinions have resulted in relaxation of medical standards and policies and current FAA certification of 4,704 pilots with blindness or absence of one eye. 14,421 who wear contact lenses, 15,779 with deficient color vision, 15,543 with deficient distant vision and smaller, but significant, numbers with paraplegia, deafness, and amputations limitations are placed on flying activities when appropriate. Routine aircraft accident investigations sauk to determine the presence of physical problems in the involved airmen and any probable association of the defect with the accident cause. The FAA experience with these divilian pilots who have static physical defects is examined and accident rates were calculated for several categories of pathology for comparison with the overall accident rates in general aviation activities. Three categories show significant increases in accidents: (1) blindness or absence of one eye, (2) deficient color vision with a waiver, and (3) deficient distant vision. However, these groups reported much higher median flight times than a nonaccident airman population and accident airman without any of the pathology selected for this study. Analyses of available data prove inconclusive but increased exposure may account for most or all of the increased accidents observed for airmen with these three pathologies. None of the accidents was related to the pilots' physical condition in the reports. Statistical biomedical data are given. Author

N75-19792 Italian Air Force Medical Appeal Board, Rome.
STRESS AND PSYCHIC FUNCTIONS: OPERATIONS OF
FLIGHT CREWS AND PARATROOPS DURING PARACHUTE
OPERATIONS

Luigi Longo In AGARD The Use of In-Flight Evaluation for

But Mayor

the Assessment of Arrotew Fitness. Feb. 1978 8 p. refs (For availability see N76-19789 10-52)

Observations are presented which were made of the behavior of a considerable number of parachutists and flight crews during prrachute operations. Such operations are marked by a series of phases or pre-arranged maneuvers which involve both the higher processes and simple motor mechanisms. A trained parachute officer and psychiatrist of the Italian Air Force studied the stresses which occur in the various phases and especially the involvement of the higher psychic processes it appears that the emotive-affective complex is especially exposed to operational stress in this situation. Hypotheses are advanced on such issues as these with special reference to the psychological content and to the effect of drill and discipline on stress.

Author

N76-19793 Army Aeromedical Research Lab., Fort Rucker, Ala. COMPARISON OF VISUAL PERFORMANCE OF MONOC-ULAR AND BINOCULAR AVIATORS DURING VFR HELI-COPTER FLIGHT

Thomas L. Frezell and Mark A. Hofmann In AGARD. The Use of in Flight Evaluation for the Assessment of Aircrew Fitness Feb. 1976 9 p. refs (For availability see N76-19789 10-52).

The inflight visual performance of six binocular Army aviators and one monocular Army aviator was assessed during various maneuvers in a JUH-1H helicopter. A comeal reflection technique using both video tapo and 16mm film as a recording medium was employed. Information on the use of 13 visual sectors was provided for a number of maneuvers to include normal takeoffs and landings and hovering maneuvers. The erroraft windscreen was divided into eight sectors while the side windows and ohin bubbles comprise an additional four sectors. The thriteenth visual scotor represents the inside cockpit area. Data presented include percentage of total time spent in each sector, average dwell time per sector transition (permutation) values. Comparison data are provided between the six binocular pilots and the monocular pilot. These data reveal that or many cases there was little difference between binocular and monocular visual scrivity. In addition to the objectively recorded data, information concerning monocular visual cues is presented.

N76-19794 Army Agromedical Research Lab., Fort Rucker, Ala HELICOPTER FLIGHT PERFORMANCE WITH THE AN/PVS-5, NIGHT VISION GOGGLES

Michael G. Sanders, Kunt A. Kimball, Thomas I., Frezell, and Mark A. Hofmann. In AGARD. The Use of In-Flight Evaluation for the Assessment of Alorew Fitness. Feb. 1876. 15 p. rels. [For aveilability see N76-18789 10-52].

Rotary wing flight at night in an instrumented UH-1H with aviators utilizing night vision goggles was studied. These devices restrict field of view, provide monochromatic imagery, and weight, and with the exception of bifocals require manual refocus to gain inside visual capability. These second generation image intensification systems were used during low level and hap-of-theearth flight profiles in addition to various maneuver sets. Three Intensification systems were compared to the unaided eye over these conditions. These systems included 40 deg field of view (FOV), 60 deg FOV and 40 deg FOV with a 30 percent bifocul cut. Over twenty aircraft state variables and aviator control inputs were measured and submitted to analysis. In addition to descriptive and univariate techniques, the data were subjected to a multiple discriminant analysis. The subjects (instructor pilots) also responded to questionneires regarding the preference, training and estimated capabilities of each type of intensification system. The major findings of both the subjective and objective measures are summinarized

N76-19795 Mainz Univ (West Germany) Dept. of Physiology.

IN-FLIGHT LINEAR ACCELERATION AS A MEAN OF VESTIBULAR CREW EVALUATION AND HABITUATION Rudolf J. VonBaungerten /n AGARD The Use of In-Flight Evaluation for the Assessment of Aircrew Fitness Feb. 1978 4 p. refs (For availability see N78-19789 10-52)

Individual differences in susceptibility to motion sickness and in man's ability to habituate to vestibular stimuli was studied. It is proposed that individually oriented programs of vestibular testing (ground based) be supplemented by specific in-flight tests and in-flight habituation trowing for the following reasons: (1) the stimuli which cause vestibular airsiokness in high performance aircraft at the abortest latency are rectilinear accelerations (totilithic-stimuli) of amplitudes, jerkloads and frequencies which cannot be simulated on the ground without enormous technical

difficulties, and (2) the conventional ways of testing for motion sickness on the ground, involving coriolis-effects on rotating chairs, swings, caloric stimulation of the ears and centrifugation, do not simulate closely enough conditions of aircraft flight. It is suggested that special vestibular in-flight test and training regimens be used, based on individual traits. The test and habituation flights should include z-Axis acceleration between 1 and 12 g's, changes of rhythm of such stimulation, and alternation between threshold and sub-threshold maneuvers of opposite direction. Preliminary data obtained in a Lear-jet and in aerobatic light planes are examined and indicate that certain otolithic stimuli are very effective in producing motion sickness, and that habituation can be obtained against such stimuli

N76-19796 Ataturk Sanatorium, Ankara (Turkey).
EFFECT OF INCREASED ATMOSPHERIC ELECTRICITY ON THE SLOOD ELECTROLITES OF AIRPLANE CREW
Guitekin Caymaz In AGARD The Use of In-Flight Evaluation
for the Assessment of Aircrew Fitness Feb 1978 5 p refs

(For availability see N76-19789 10-52)

Airplane pilots during flights sometimes develop disorientation and fly in wrong directions with accidents resulting. It is proposed that the cause of disorientation or collapse in some of these cases may be the sudden changes in blood electrolites and soldity of the blood produced by increased atmospheric electricity Experiments are described that were made on airplanes and their crews which show that the atmospheric electricity is higher inside the sirplane than outside. Blood samples taken before and after flight show definite changes of addity, electrolites and cholesterol. Atmospheric electricity was measured on a daily basis, and following high voltages, there were always increased amounts of traffic and airplane accidents. The study was conducted by the Turkish Air Force.

N76-19799# Advisory Group for Aerospace Research and Development, Paris (France)

SPINAL INJURY AFTER EJECTION [LESIONS VERTE-BRALES APRES EJECTION)

R. Auffret (Lab. de Med. Aerospatiale du Centre d'Essais en Vol de Bretigny sur Orge, France) and R. P. Delahaye (Hopital Militaire Begin, Saint Maide, France) 1975 59 p refs (AGARD-AR-72(FR)) Avail NTIS HC \$4.50 In FRENCH

Statistical data from seven NATO countries dealing with the frequency of fatalities, spinal fractures, and their distribution following ejection from aircraft was presented and analyzed. The relevant anatomical and physiological aspects were reviewed, followed by a discussion on the pathological mechanism of fractures. In most cases, it is difficult to determine whether the spinal fractures take place during the initial ejection or during the subsequent landing. Proper positioning of the pilot on the ejector seat is an essential requirement for a successful ejection. The radiological aspects of spinal fractures were described by distinguishing between stable and unstable fractures. The subsequent treatment and disability period were described. It is recommended that, following any ejection, a radiological examination of the entire spinal column should be completed The strict actitude requirements set by most air forces for combat alloraft pilots ware discussed. See also N75-23150

Transl. by Y.J.A.

N76-27619# Advisory Group for Aerospace Research and Development, Paris (France).

THE ROLE OF THE CLINICAL LABORATORY IN AERO-SPACE MEDICINE

Raymond G. Troxler, ed. (School of Aerospace Med.) May 1976 127 p refs. Presented at the Aerospace Med. Panel Specialists Meeting, Ankara, Turkey, 23 Oct. 1975 (AGARD-CP-180; ISBN-92-835-0165-9) Copyright. Avail

NTIS HC \$6.00

Papers are presented which consider laboratory screening of aircraft pilots and crews. Specific topics discussed include early detection of disease; assessment of stress in air traffic controllers and pilots; and selection of pilots based on results of physical examinations. For individual titles, see N76-27820 through N76-27836.

N76-27820 New York State Univ., Syracuse

THE LABORATORY ROLE IN EARLY DETECTION OF

John Bernerd Henry In AGARD. The Role of the Clin Lab. in Aerospace Med. May 1976. 5 p. refs (For availability see N76-27819 18-52) Copyright.

Utilization of laboratory measurements and examinations in the early detection of disease is discussed. The complex interrelations of sensitivity, specificity, and incidence and the predictive value of positive results are emphasized

N75-27821 Viale Univ., Rome (Italy)

LABORATORY EMPLOYMENT IN AEROSPACE MEDICINE G. Paolucci In AGARD. The Role of the Clin. Lab in Aerospace Med. May 1976 2 p. refs (For availability see N76-27819 18-52) Capyright.

Laboratory applications in aerospace medicine are summanzed. These include (1) determination of the emo-biochemical state in normal or pathological conditions. (2) detection of emotional changes in flight; (3) evaluation of tissue damage in traumatized persons; and (4) applications to aviation casualties Urinary catechelamine determination and measurement of activity of some serum enzymes are among the techniques discussed

N76-27822 School of Aerospace Medicine, Brooks AFB, Tex Aerospace Madical Div.

COMMON PROBLEMS ENCOUNTERED IN LABORATORY SCREENING OF USAF FLIGHT CREWS FOR LATENT CORONARY ARTERY DISEASE

R. G. Troxler In AGARD. The Role of the Clin. Lab in Aerospace Med. May 1978 11 p refs (For availability see N76-27819 18-52) Copyright.

Laboratory screening to identify men at increased risk for coronary artery disease is discussed. Annual determination of cholesterol and triglyceride levels, monitoring of accuracy and precision by in-house and external quality control, and effects of biological variability are among the factors included. Data are presented showing that separation of diseased from nondiseased population improves with increased laboratory precision. A normal range based on percentiles for 925 USAF male flyers without detectable coronary artery disease is also presented. The limitations of this method of normal ranges are discussed.

N76-27823 Institute of Aviation Medicine, Fuerstenfeldbruck (West Germany)

EPIDEMIOLOGICAL STUDIES OF SUBCLINICAL DIABETES MELLITUS

K. Reighenbach-Klinke. In AGARD. The Role of the Clin. Lab. in Aerospage Med May 1976 4 p refs (For availability see N78-27819 18-52)

The incidence of asymptomatic, subclinical, or chemical diabetes in pilots and pilot applicants is studied. A coincidence of other biochemical data: of liver and risk factors of coronary disease with regard to hypertension, obesity, and ECG is also examined. Methods used and results are briefly discussed.J.M.S.

N75-27824 Maiburg Univ (West Germany).
RADIOIMMUNOASSAYS: NEW LABORATORY METHODS IN CLINIC AND RESEARCH

E. H. Craul and H. Mueller. In AGARD. The Role of the Clin. Lab in Aerospace Med May 1976 9 p refs (For availability see N76-27819 18-52) Copyright.

Radiolimmunoassays (RiA's) which permit quantitative determination for serum components, especially hormones and immunoglobulins, such as IgE, in very slight concentrations as well as pharmaceuticals, such as digitals are considered. The RIA's are based on the antigen-antibody reaction, in which the substance to be measured and the corresponding radioactively labelled substance compete for binding sites on the specific antibody interpretation of the measurement results and further development are discussed

N76-27825 School of Aerospace Medicine, Brooks AFB, Tex. **Epidemiology Div**

THE ROLE AND LIMITATIONS OF RADIOIMMUNOASSAY AS A LABORATORY DIAGNOSTIC PROCEDURE
Robert L. Buchenauer In AGARD. The Role of the Clin. Lab

in Aerospace Med. May 1976 5 p. refs (For availability see N76-27819 18-52)

The basic concepts of radioimmunoassay (RIA) and competitive protein binding (CPB) are reviewed. The characteristic features of sensitivity and specificity are discussed as they relate to the problems and limitations of test variability and biological interference in the performance of radioassays in the clinical laboratory. Potential problems due to improper patient preparation and specimen collection and handling are mentioned. A survey is presented of selected biological compounds that can currently be measured by radioimmunoassay and related techniques.

Author

N76-27825 Laboratoire de Medecine Aerospatiale, Bretigny-sur-Oron (France)

APPLICATION OF FLIGHT STRESS SIMULATION TECHNIQUES FOR THE MEDICAL EVALUATION OF AIRCREW PERSONNEL POSSIBILITE DE L'UTILISATION DES MOYENS DE SIMULATION DES AGRESSIONS AERONAUTIQUES POUR L'EXPERTISE MEDICALE DU PERSONNEL NAVIGANT]

J. Demange, R. Auffret, B. Vettes, and J. L. Poirier In AGARD The Role of the Clin. Lab. in Aerospace Med. May 1976 7 p. refs. In FRENCH (For availability see N76-27819 18-52)

The role that may be played by an aerospace medicine laboratory, well equipped with simulation tools such as centrifuges, vibration generators, etc. and measuring tests such as physiologic and psychophysiologic examinations, in the more difficult medical evaluation of aircrew personnel, was described. This is based on the logic that, in borderline cases, a final decision on the modical fitness of pilots for flight status should only be reached after completion of tests that simulate, as realistically as possible, the stresses actually encountered in flight, in addition, such a laboratory is able, by repeating such tests, to objectively obtain longitudinal data on a pilot, to study transient favorable or unfavorable changes, and to observe the long-term effects of aging.

N76-27827 Army Aeromedical Research Lab, Fort Rucker, Ala AVIATOR PERFORMANCE: BIOMEDICAL, PHYSIOLOGICAL, AND PSYCHOLOGICAL ASSESSMENT OF PILOTS DURING EXTENDED HELICOPTER FLIGHT

Kent A. Kimbell and David B. Anderson. In AGARD. The Role of the Clin. Lab. In Aerospace Med. May 1978. 15 p. refs. (For availability see N78-27819-18-52). Copyright.

The physiological, psychological and performance effects of extended helicopter (light are investigated Measurements of blockemical, physiological, and psychological parameters were obtained and compared with inflight performance measures obtained by the USAARL Helicopter Inflight Monitoring System. Six rotary wing aviators performed extended daily flight missions for a period of five days. In addition, when not flying, various psychological tests were administered. Physiological and biochemical monitoring were conducted throughout the five day period. The aviators were on a controlled diet and slept approximately three hours each night. Preliminary findings are presented in relation to performance, biochemical, physiological, and psychological parameters.

N76-27828 Civil Aeromedical Inst. Oklahoma City, Okla Aviation Physiology Lab.

STUDIES ON STRESS IN AVIATION PERSONNEL, ANALY-SIS AND PRESENTATION OF DATA DERIVED FROM A BATTERY OF MEASUREMENTS

C. E. Melton, J. M. McKenzie, J. T. Saldiver, and Martene Hoffmann In AGARD The Role of the Clin. Lab. in Aerospace Med May 1876 6 p. refs (For availability see N76-27819 18-52) Copyright

Determination of stress in aircraft pilots and air traffic controllers is considered. The complexity of the data derived from batteries of measurements of stress is discussed. A method is described in which data related to stress indicators are weighted so that their importance is equivalent. The weighted value are integrated to yield an index, C sub s, which allows a comparative overview of stress in air traffic control facilities. Data so normalized can be presented in graphic form without oversimplification. The method increases the usefulness of stress studies to managers.

Author

N76-27829 Army Research Inst. of Environmental Medicine.

THE FIELD ARTILLERY FIRE DIRECTION CENTER AS A LABORATORY AND FIELD STRESS-PERFORMANCE. MODEL 1: POSITION PAPER. 2: PROGRESS TOWARDS AN EXPERIMENTAL MODEL

J. W Stokes, L E. Banderet, R P Francescom, A Cymerman, and J. B Sampson In AGARD. The Role of the Clin. Lab. in

Aerospace Med. May 1976 10 p. refs (For availability see N76-27819 18-52)

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The 5-man fire direction center (FDC), common to all Field Artillery batteries, was chosen for study in the laboratory and field to evaluate the impact of environmental and situational stress on the complex performance of highly trained and motivated individuals working together as a team. The working environment of a field FDC was simulated within a hypobaric chamber and a volunteer FDC team from an elite U.S. Army unit was tested using realistic matched combat scenarios. To minimize practice effects, the team was initially given 26 hours of intensified training (ITS). The team was then tested blinded as to the altitude condition for 48 hours at both a control sititude and high sititude; the team rested 22 hours between ITS and control and 48 hours between control and the high altitude conditions. Mission performance during ITS and control was sensitive to disrupted sleap-rest cycles, with errors clustering at times of low arousal At high altitude, performance was less efficient during the first 10 hours; most serious errors involved processing of digits. Over learned FDC skills showed little deterioration even when the men were ill with acute moutain sickness. Compensatory behaviors were evident and technical performance for the last 36 hours at high altitude equalled or exceeded control. Thus communications, psychomotor, and judgement aspects of FDC performance, as well as measures of symptoms, mood, and neuroendonrine response, appear differentially sensitive to psychological atress. hypoxia, and fatigue.

N76-27830 Institute of Aviation Medicine, Fuerstenfeldbruck (West Germany).

EXPENIENCE WITH ELECTROENCEPHALOGRAPHY IN APPLICANTS FOR FLYING TRAINING 1971 AND 1972 H. Oberhole In AGARD The Role of the Clin. Lab. in Aerospace Mad. May 1976 6 p. refs (For availability see N76-27819 18-52)

Copyright.

Standard criteria for defining abnormal tracings in electroencephalography are summarized. These criteria are evaluated in relation to flying fitness examinations. J.M.S.

N76-27831 Centro di Studi e Ricerche di Medicina Aeronautica e Spaziale. Romo (Italy)

BEHAVIOR OF SOME RESPIRATORY PARAMETERS IN CANDIDATE PILOTS. A COMPARATIVE STUDY BETWEEN TWO DIFFERENT GROUPS EXAMINED AT YEN YEARS INTERVAL

C. A Ramaddi and G. Meineri. In AGARD. The Role of the Clin Lab in Aerospace Med. May 1976. 7 p. refs (For availability see N71: 27819-18-52).

The hypothesis that static respiratory values could undergo a change in the course of time, in the same age groups was studied. A comparison was carried out between two groups of candidate military pilots. The respiratory parameters taken into consideration were vital capacity and time vital capacity. The results show that no significent change took place. It is still deemed advisable to perform periodic checks. The existence of other elements that could exert a certain influence on the parameters studied was established.

N76-27832 Italian Air Force Medical Service H. Q., Home SURVEY ON MEDICAL REQUIREMENTS AND EXAMINATION PROCEDURES FOR THE PREVENTION OF TRAUMATIC AND NON-TRAUMATIC OSTEOARTHROPATHIES DUE TO FLYING ACTIVITIES

Gaetano Rotondo /// AGARD The Role of the Clin. Lab. in Aerospace Med. May 1978 6 p. refs (For availability see N76-27819 18-52)

Copyright.

The criterial the medical requirements, and the examination procedures employed during the selection of pilots are examined in terms of the osteoarticular system and the spine. The condition facilitating the occurance of osteo-arthropathies during high speed flight are umphasized.

Author

N76-27833 Centro di Studi e Ricerche di Medicina Aeronautica e Spaziele, Rome (Italy).

CONTROL OF HEMOSTATIC DISORDERS IN AIR FORCE PERSONNEL

G. Blundo and G. Paolucci. In AGARD. The Role of the Clin Lab. in Aerospace Med. May 1976. 2 p. rofs (For availability see N76-27819.18-52). Copyright.

A general examination was carried out to establish the risk from possible hemostatic disorders, due to diseases, drugs or toxic industrial products, of subjects occupationally exposed to traumatisms. The hemostatic process was examined by studying thromboplastin time, prothrombin thromboelastographic record, platelet count, and individual anamnesis. The data obtained are discussed with respect to frequencies of hemostatic disorders found, and the utility of laboratory control in medical examination.

N76-27834 Service de Sante pour l'Armes de l'Air. Paris (France) INVESTIGATIONS OF THE BLOOD VESSELS ELASTIC EXPANSION, HEART OUTPUT, AND HEART RHYTHM. BASED ON THE MEASUREMENT OF VARIATIONS IN THE THORACIC ELECTRIC IMPEDANCE [EVALUATION DE LA DISTENSIBILITE VASCULAIRE DU DEBIT CARDIAQUE, ET DE LA CHRONOLOGIE CARDIAQUE, PAR LA MEASURE DES VARIATIONS D'IMPEDANCE ELECTRIQUE THORACI-QUE)

J. Colin, J. Damanga, and J. Langlois. In AGARD. The Role of the Clin. Lab. in Aerospace Med. May 1976 12 p. refs. in FRENCH (For availability see N76-27819 18-52) Copyright.

Changes in the electric impedance measured with electrodes on the anterior portion of the thorax, near the descending sorts. were found to be proportional to the volumetric changes of the thoracic vessels in that region investigations of the effect of age on the data obtained with 91 healthy subjects disclosed that the change in the electric impedance are partly caused by changes in the elasticity of the blood vessels. The experimental data was also used to study the systolic volume and heart output Calibration was obtained using 120 simultaneous measurements with the dilution method and electric impedance data on cardiac subjects. The results obtained with healthy subjects are in good agreement with those previously obtained using Fick's method. especially in regards to the effects of age and position. On the other hand, the medicare correlation between the dilution and electric impedance methods with cardiac subjects makes this approach presently impractical clinically ALY vd lannt

N76-27835 Amsterdam Univ (Netherlands) THE INFLUENCE OF ALCOHOL ON SOME VESTIBULAR TESTS

A. J. Greven, W. J. Costerveld, and Wilhelmina Gasthus AGARD. The Role of the Clin. Lab. in Aerospace Med. 1978 6 p (For availability sen N76 27819 18-52) Copyright.

In human subjects the influence of an alcoholic beverage on some vestibular tests was examined. 48 experiments were conducted in 27 normal humans, 15 men and 12 women. The effect of alcohol was observed upon fixation nystagmus, gaze nystagmus, the visual tracking pendulum test, and the optokinatio induced nystagmus. Alcohol was given in four different quantities 0.1, 0.2, 0.4 and 0.8 g/kg body weight, as whiskey (34%) With each dosage 12 experiments were performed in 12 subjects (6 men and 6 women)

N76-27836 Advisory Group for Aerospace Research and Development, Paris (France)

THE CONTRIBUTION OF SKIN BIOPSY TO THE DETECTION OF VASCULAR SENESCENCE, RELATIONSHIP WITH CAROTIGRAM

C. F. Nogues, R. Carre, F. Lizeray, and E. Cava. In its The Role of the Clin. Lab in Aerospace Med. May 1975. 9 p. lefs. in FRENCH (For availability see N76-27819 18-52)

Copyright The significance of the I/A ratio in the carotidogram was demonstrated, where I is the amplitude of the catacrotic incisure and A is the total amplitude of the curve. Studies performed with hydraulic models have shown that this ratio increases with the peripheral resistance and a decrease in the elasticity. This ratio was compared to changes in the skin microscopic structure observed following biopaies performed in the region of the posterior iliec spine, using data obtained from 93 aircrew members, a very close correlation was observed between the skin structure and the I/A ratio it follows from this that the carotidogram may be used in studies of the arterial pulse and gives an indication Transi by YJA of the biologic age

N76-27846# Advisory Group for Aerospace Research and Development, Paris (France). FOURTH ADVANCED OPERATIONAL AVIATION MEDICINE

COURSE A N. Nicholson May 1976 105 p. refs. Course held at Farnborough, England, 17-26 Jun. 1975

(AGARD-R-642) Copyright, Avail: NTIS HC \$5.50

Various aspects of aviation medicine was studied in detail Topics included the training of sircrew in aviation medicine. medical aspects of naval helicopter operations on the northern flank, developments in personal equipment with special reference to helmet developments, high speed sucape and thermal problems. and the use of hypnotics in air operations. For individual titles, see N76-27847 through N76-27870.

N76-27847 Institute of Naval Medicine, Alverstoke (England). MEDICAL ASPECTS OF OPERATING ON THE NORTHERN FLANK OF NATO

W J Blake In AGARD 4th Advanced Operational Aviation Med Course May 1976 4 p refs (For availability see N76-27846

Pre-Arctic and survival training to achieve a higher standard of physical fitness required for Arctic service is described. Emphasis is placed on protection and the problems of operating in cold environments. Among the main topics discussed are: (1) environmental effects; (2) use of protective clothing; (3) use of shelter, (4) life style; (5) cold injuries and (6) survival tech-

N76-27848 Royal Air Force Inst. of Aviation Medicine. Famborough (England). THE OPERATION OF HELICOPTERS FROM SMALL SHIPS

J. W. Davies In AGARD 4th Advanced Operational Aviation Med Course May 1976 5 p (For availability see N76-27846 18-521

The operation of the Wasp halicopter from the decks of Tribal class and Leader class frigates of the Royal Nevy is described and some of the difficulties involved in each operations, including ship movement and turbulence, are discussed

N76-27649 Royal Naval Air Medical School, Seafield Park

THE IMMERSION VICTIM

F St C Golden In AGARD 4th Advanced Operational Aviation Med Course May 1976 6 p refs (For availability see N78-27848

The mechanisms involved in the training of rescue crews and the clinical management of the immersion victim are discussed.

N76-27850 Royal Air Force Inst. of Aviation Medicine. Farnborough (England)

MECHANICS OF HEAD PROTECTION

D. H. Glaister. In AGARD. 4th Advanced Operational Aviation Med. Course May 1976 6-p refs (For availability see N76-27846

Various standards are discussed which cover three main aspects of helmet design, namely, (1) impact protection. The helmet is struck under controlled conditions against a first or hemispherical anvil and the transmitted force is measured, (2) penetration resistance. The helmot is struck against a conical anvil having a 0.5 mm radius tip, and (3) helmet retention. After a moderate preloading period, the utrap is loaded progressively. It is further stated that the standards cover requirements for factors such as flammability, extreme cold, heat and humidity. and individual impact testing of padding materials

N76-27851 Royal Air Force Inst. of Aviation Medicine, Famborough (England)

AUDITORY COMMUNICATION

R. G. Green In AGARD 4th Advanced Operational Aviation Med Course May 1976 3 p (For availability see N78-27846 18-52)

The problem of ambient noise in aircraft is discussed with direct relation to auditory communication and aircraft craw members. Predominant sources and nature of noise in high performance single and two seat aircraft, and propeller driven stroraft are listed. Possible solutions to reduce noise and enhance communication are reported.

N76-27852 Royal Air Force Inst. of Aviation Medicine. Famborough (England). Applied Vision Section EYE PROTECTION AND PROTECTIVE DEVICES

D. H. Brennan In AGARD 4th Advanced Operational Aviation

Med. Course May 1976 8 p ref (For availability see N76-27846 18-52)

Major ocular hazards encountered in military aviation and some protective measures which may be adopted are discussed

The hazards considered are solar glare, bird strike, wind blast, miniature detonating cord, lasers and nuclear flash

N76-27883 Royal Air Force Inst. of Aviation Marticine, Farnborough (England) Flight Systems Section. HELMET MOUNTED SIGHTS AND DISPLAYS

John Laycock In AGARD 4th Advanced Operational Aviation Med Course May 1976 6 p. refs (For availability see N76-27846 18-521

The possible applications of helmet mounted sights and displays are considered. Brief details of the software and hardware problems which may be experienced with such systems are given before outlining in more detail the psychological problems encountered. The manner in which the rate of visual information processing by the pilot may be increased by varying physical parameters is discussed

N75-27854 Royal Air Force Inst of Aviation Medicine. Famborough (England)

WARNING SYSTEMS IN AIRCRAFT CONSIDERATIONS FOR MILITARY OPERATIONS
D. C. Reader In AGARD 4th Advanged Operational Aviation

Med Course May 1976 3 p. refs (For availability see N76-27846

The principles employed in the design of warning systems in aircraft are presented Visual, auditory, and tactile signals are discussed in detail it is concluded that the concept of visual display combined in a sensory warning system is probably the most efficient method of presenting essential emergency information to the crew. It is further stated that apart from a few specific cases, audio warnings do not have distinct advantages over visual displays

N76-27865 Royal Air Force Inst of Aviation Medicine, Famborough (England). Flight Skills Research Section ADVANCES IN MILITARY COCKPIT DISPLAYS

J. M. Rolfe. /n AGARD. 4th Advanced Operational Aviation Med Course May 1976. 4 p. rafs (For availability see N76-27848

Recent advances in display technology which have taken place in relation to the military cockpit were examined. Emphasis was placed upon providing adequate assessment of information needed by the alrolew in order to perform their task, and from this evolves a display system capable of presenting information in a flexible manner. It is further stated that the most widely used form of display is the cathode my tube which has the required flexibility.

N76-27856 Royal Air Force Inst. of Aviation Medicine. Farnborough (England) MAP DISPLAYS

R M Taylor In AGARD 4th Advanced Operational Aviation Med Course May 1976 4 p refs (For availability see N76-27846

The major types of map displays are distinguished and their functions are described. The principal design parameters are reviewed with particular reference to user requirements and human factors, and an outline is given of current problems of map annotation, display legibility and brightness, radar-map matching and display complexity Author

N76-27857 Royal Air Force Inst. of Aviation Medicine. Farnborough (England).

PHYSIOLOGICAL LIMITATIONS TO HIGH SPEED ESCAPE

David H. Glaister. In AGARD. 4th Advanced Operational Aviation Med Course May 1976 5 p refs (For availability see N76-27846 18.52)

The forces which must be imposed for satisfactory high-speed sjection approach, or even surpass, the limits of human tolerance at several stages in the ejection sequence are: (1) the +Gz acceleration of the ejection seat; (2) the -Gx acceleration due to wind drag. (3) direct (pressure) and indirect (flail) effects of wind blast, (4) other inertial forces (centrifugal, tangential) due to seat instability. (5) opening shock of drogue parachute and main canopy, and. (6) ground impact. Of these forces the first must be increased to achieve tail fin clearance at high speed. the second and third increase with the square of indicated air speed, the fourth increases with sirspeed, and the fifth must be increased if escape is to be successful in the high-speed low-level case. Only the last force is uninfluenced by aircraft speed at ejection and the message is clear - high apped has a major

effect on forces imposed during assisted ascape from aircraft. These forces are considered in relation to the mechanism of injury, incidence of injury, tolerance to injury and in particular, to the influence of air speed at ejection

N76-27858 Royal Air Force Inst of Aviation Medicine. Farnborough (England) PRINCIPLES AND PROBLEMS OF HIGH SPEED EJEC-TION

A J Barwood In AGARD 4th Advanced Operational Aviation Med Course May 1976 4 p (For availability see N76-27846

The principles of ejection are described to recover aircrew uninjured, which is best achieved by the use of as simple an escape system as technically possible. Once the system has been initiated all sequences automatically follow and there is no further action required by the ejectes until he is descending on a fully deployed parachute. The hazards of ejection and the development of the open ejection seat system up to the maximal capability are briefly described. The sequences of ejection on a typical Martin Baker Aircraft escape system are outlined to stress the simplicity, and therefore technical reliability, of this system as used in the majority or service aircraft in the UK Services.

N76-27869 Royal Air Force Inst. of Aviation Medicine, Fernborough (England).

CURRENT AND FUTURE ESCAPE SYSTEMS

D. C. Reader In AGARD 4th Advanced Operational Aviation Med Course May 1976 2 p (For availability see N76-27846

The role of escape systems in fixed wing military aircraft is now well established Almost all combat fixed wing aircraft in NATO countries are equipped with ejection seats and considerable effort is spent on improving the performance of these seats for future aircraft. Some of these areas where current escape systems are deficient and some ways in which future systems seek to overcome those deficiencies are described Author

N76-27860 Royal Air Force Inst. of Aviation Medicine, Famborough (England).

HELICOPTER ESCAPE AND BURVIVABILITY

D. C. Reader In AGARD 4th Advanced Operational Aviation Med Course May 1976 2 p (For availability see N76-27846 18-52)

Military helicopters are not equipped with ejection seats as are fixed wing aircraft. Escape systems are presented to fill the need for helicopter aircrew protection.

N76-27861 Royal Air Force inst of Aviation Medicine. Farnborough (England).

THE PHYSIOLOGY OF HIGH G PROTECTION

B J Lisher In AGARD 4th Advanced Operational Aviation Med Course May 1975 2 p. refs (For availability see N76-27845 18-52)

The introduction of several new combat aircraft which have the structural integrity and the engine power to execute managers. at high levels of acceleration for considerable periods of time reintroduces the concept that certain operations, particularly air to air combat, may be physiologically limited rather than limited by aircraft design parameters. An acceleration level of 8G sustained for 60 seconds has been suggested as a point to which acceleration protection should be aimed, although higher G levels for shorter periods of time can be expected. Two methods of high G protection are presented, one using a reclining seat and the other using immersion of the body in water

N76-27882 Royal Air Force Inst. of Aviation Medicine. Farnborough (England)

A COMPARISON OF RECENT ADVANCES IN BRITISH ANTI-G SUIT DESIGN

J W Davies In AGARD 4th Advanced Operational Aviation Med Course May 1976 3 p refs (For availability see N76-27846

Comparisons in the field of a knee length anti-G suit and an external anti-G suit, with the standard British anti-G suit worn close to the skin, are described and the results discussed. Author

N76-27863 Royal Air Force Inst. of Aviation Medicine Farnborough (England) THERMAL PROBLEMS IN MILITARY AIR OPERATIONS

J. R. Allan. In AGARD. 4th Advanced Operational Aviation Med. Course May 1976 2 p (For availability see N76-27846

The thermal problems of an aircrew functioning in air operations over the full range of natural environments are

N76-27864 Royal Air Force Inst. of Aviation Medicine. Farnborough (England). Cold Environment Research Section OPERATIONS IN COLD ENVIRONMENTS

P. Marcus In AGARD 4th Advanced Operational Aviation Med Course May 1978 3 p (For availability see N76-27846 18-52)
The incidence of cold stress in military aviation is discussed

together with methods for overcoming the problems it poses. by cabin conditioning or by the use of insulating or heated garments. Protective clothing is also required by aircrew to aid survival in emergencies and the principles of its design are considered. Lastly, an account is given of the RAF's permanent cold climate detachments and of cold weather operational and survival training

N76-27865 Royal Air Force Inst of Aviation Medicine. Famborough (England)

THERMAL PROBLEMS IN HIGH PERFORMANCE AIR-CRAFT

J R Allan In AGARD 4th Advanced Operational Aviation Med Course May 1976 5 p ref (For availability see N76-27845

A general review of current thermal problems in high performance electaft, their origins and current design trends in their solution is given.

N75-27866 Royal Air Force Inst. of Aviation Medicine. Famborough (England)

PERSONAL THERMAL CONDITIONING

Cratg Saxton In AGARD 4th Advanced Operational Aviation Med Course May 1976 6 p (For availability see N76-27846 18-52)

The inadequacy of cabin conditioning systems in high performance aircraft has resulted in aircraw being exposed to severe heat stress situations within the cockpit environment during certain flight profiles. To alleviate the physiological strain imposed upon the man, methods of thermally conditioning the micro-environment within flying clothing assemblies have been investigated and applied to operational situations. The couling agents used in the personal thermal conditioning role have been air or water. The former has been utilized either as an evaporative agent or convective cooling agent. The relative merits of the different personal conditioning systems are discussed and a case made for the development of a practical liquid-cooled suit system for use in present and future high-performance aircraft

Author

N76-27867 Royal Air Force Inst. of Aviation Medicine. Farnborough (England)

PRESSURISATION AND OXYGEN SYSTEMS. REQUIREMENTS

J. Ernsting In AGARD 4th Advanced Operational Aviation Med. Course May 1976 & p. refs (For availability see N76-27846 18-52)

The considerable interactions between the physiological requirements for cabin pressurization and the relationship between concentration of oxygen and cabin altitude required of oxygen delivery systems for aircrew in flight are explored. Although work performed until 1960 suggested that hypoxia induced by breathing air at altitudes of up to 8,000 feet was acceptable, investigations performed more recently at RAF IAM and elsewhere suggest that the maximum acceptable degree of hypoxia for strorew in flight is that associated with breathing air at 5,000 feet. The incidence of hypoxia due to malfunction of oxygen delivery equipment and of decompression sickness at altitudes above 20,000 feet is such that the maximum cabin altitude in combat singraft should not exceed 20,000 to 22,000 feet. The concentration of dxygen which must be breathed to avoid transient hypoxia on audden failure of a pressure cabin even when 100% oxygen is delivered to the respiratory tract immediately the decompression occurs is generally greater in high differential pressure alroraft than that required to prevent significant hypoxia with the pressure cabin intact. Even in modern combat eircraft this consideration requires a higher than 5,000 feet equivalent breathing mixture at aircraft aititudes greater than 35,000 feet. Author

N76-27868 Royal Air Force Inst. of Aviation Medicine, Farnbarough (England)

SEAT MOUNTED OXYGEN REGULATOR SYSTEMS IN UNITED KINGDOM AIRCRAFT

A J F MacMillan In AGARD 4th Advanced Operational Aviation Med Course May 1976 2 p (For availability see N76-27846 18-52)

The rationale for mounting a demand oxygen regulator assembly on the ejection soat of combat aircraft is described. The special facilities which have been incorporated in systems used in the Royal Air Force by utilizing the advantages of seat mounting are discussed and it is considered that the system. provides true duplication of essential components, allows very simple crew drills and reduces aircraft servicing penalties in the event of malfunction of the regulator package.

N76-27869 London Hospital Medical Coll (England). Pharma-

cology Section
ABSORPTION, METABOLISM AND EXCRETION OF HYPNOTIC DRUGS

Stephen H. Curry. In AGARD. 4th Advanced Operational Aviation. Med. Course May 1976 7 p refs (For availability see N76-27846

Absorption, metabolism and excretion are the processes which govern the growth and decay of plasma concentrations of all drugs, including hypnotics. Variations in plasma concentrations lead to corresponding variations in effect, although the exact detail of the relation between level and effect is more complex than is implied by this statement. Existing data on absorption, metabolism and excretion for the various hypnotic drugs are of variable detail. Total absorption of oral doses is generally balleved to occur, although when systematically examined, abscription has sometimes been found to be incomplete. Metabolism occurs by a variety of reactions, but only occasionally to pharmacologicallyactive compounds. Excretion is of both unchanged drug and metabulities in bile and urine. These events and processes as they relate to hypnotic drug actions are considered in detail.

N76-27870 Royal Air Force Inst. of Aviation Medicine, Farnborough (England)

RESIDUAL EFFECTS OF HYPNOTICS

A. N. Nicholaon In AGARD 4th Advanced Operational Aviation Med. Course May 1976.8 p. refs (For availability see N76-27846. 18-52)

The residual effects of hypnotic drugs after their therepeutic purpose is fulfilled was considered. Test subject motor skills. were examined for residual effects using a method of adaptive tracking

N77-16728# Advisory Group for Aerospace Research and Development, Paris (France) BIOPHYSICAL PROBLEMS IN ASROSPACE MEDICINE

Dec. 1976 167 p in ENGLISH and FRENCH (AGARD-AR-84, ISBN-92-835-0168-3)

ISBN-92-835-0168-3) HC A08/MF A01

Present knowledge in the field of extraterrestrial radiation is reviewed and the exposure of flying personnel to cosmic radiation is examined. The use of lasers and radars in military aviation is discussed. Emphasis is placed on the flight safety and protection of flying and ground personnel and on the primary concern of medical officers in the various armed forces. Information is given on the positive aspects of some of the research undertaken For individual titles, see N77-16729 through N77-16733.

N77-16729# Atomic Weapons Research Establishment, Aldermaston (England)

COSMIC RADIATION DOSES AT AIRCRAFT ALTITUDES E. W. Fuller. In AGARD. Biophysical Probl. in Aerospace. Dec. 1976. p 3-26. refs (For primary document see. N77-16728. 07-52)

Avail NTIS HC A08/MF A01

The radiological doses associated with cosmic radiation in the sititude bands used by military aircraft are examined. Three altitude bands were studied: 35,000 to 40,000 ft (200g/sq cm) used by subsonic jets, 50,000-85,000 ft (100g/sq cm) for supersonic aircraft operating at about Mach 2 and 38,000 ft (20g/sq cm) for aircraft operating at Mach 3. It was seen that the greater part of the close arises from lightly ionizing radiation and from neutrons of energy up to a few MeV. For these radiations the procedures for converting the data from flux measurements to dose estimates are well established in principle

N77-16730# Hopital Bagin, St. Manda (France)
BIOLOGICAL STUDIES OF COSMIC RADIATION

R. P. Delahaye and A. Pfister. In AGARD. Biophysical Probl. in Aerospace. Dec. 1976. p. 27-36. refs (For primary document see N77-16728-07-52).

Avail: NTIS HC A08/MF A01

Various types of experiments pertinent to the biological effects of cosmic radiation are discussed it is concluded that cosmic rays may be hazardous to personnel of space flight of long duration.

N77-16731# Hopital Begin, St. Mande (France)
RADIOBIOLOGICAL PROBLEMS OF HIGH ALTITUDE
FLIGHTS (BELOW 25 km)

R. P. Delahaye and D. Sturrock In AGARD Biophysical Probl. in Aerospace Dec. 1978 p 37-44 refs (For primary document see N77-18728 07-52)

Avail: NTIS HC A08/MF A01

Various forms of fradiction are studied; small doses of getactic country radiction, large doses from solar flares, and exposure to heavy ions. Risk due to radiocardinogenesis and the deduction of life span due to ionizing radiation are examined. LS.

N77-16732# Navy Dept., Washington, D.C.
NON IONISING ELECTROMAGNETIC FIELDS: ENVIRONMENTAL FACTORS IN RELATION TO MILITARY PERSONNEL

B. Servantie and P. E. Tyler In AGARD Biophysical Probl in Aerospace Dat. 1976 p 45-74 refs (For primary document see N77-16728 07-52)

Avail: NTIS HC AOB/MF AO1

The electromagnetic radiation of radar is discussed with emphasis on its potiential hazards to living systems. L.S.

N77-16733# Sanitaetsamt der Bundeswehr, Pistanenweg (West Germany).

MEDICAL ASPECTS OF LASERS AND LASER SAFETY PROBLEMS

W. Sohwarzer III AGARD Biophysical Probl. in Aerospace Dec. 1976 p 75-89 refs (For primary document see N77-16729 07-52)

Avail: NTIS HC A08/MF A01

Laser technology is explained. The benefits and hazards from a biological perspective are discussed.

L.S.

N77-17710# Advisory Group for Aerospace Research and Development, Paris (France).
RECENT EXPERIMENT/ADVANCES IN AVIATION PATHOLOGY

Dec. 1976 148 p refs Presented at the Aerospace Med. Panel Specialists' Meeting, Copenhagen, 5-9 Apr. 1976 (AGARD-CP-190; ISBN-92-835-0184-5) Avail: NTIS

HC A07/MF A01

Application of the methods and techniques of pathology to the investigation of aircraft accidents and aeromedical problems are discussed. Problems concerning local, national, and international law in determining jurisdiction and other (medicolegal) questions are cited along with special methods that aviation pathologist employ to aid in evaluation of the postmortem findings. These methods include developments in toxicologic examination of tissues, roentgenographic evaluation analysis of specific injuries, and injury patterns and psychological factors were studied. For individual titles, see N77-17711 through N77-17729.

N77-17711# Armed Forces Inst. of Pathology, Washington,

DEVELOPMENT OF AIRCRAFT ACCIDENT INVESTIGATION PROGRAM AT THE ARMED FORCES INSTITUTE OF PATHOLOGY

William R. Cowen In AGARD Recent Experience/Advan. In Aviation Pathol. Dec. 1976 3 p (For primary document see N77-17710 08-52)

Avail: NTIS HC A07/MF A01

The evolution of stroraft accident investigations in civilian and military eviation is presented. Three main principles governing medical support of futal accidents: (1) environmental factors, (2) traumatic factors, (3) pre-existing disease processes are cited. Application of the tools of the forensic pathologist to the problem was initiated. Environmental factors such as carbon monoxide, and fuels were given top priority along with development of a procedure for lactic acid to detect hypoxia. Screening procedures for alcohol and drugs were also developed, along with procedures conducted on each specimen for carbon monoxide, ethyl stochol.

lactic acid and acid basic neutral drugs which may have altered the flight performance of an individual.

N77-17712# Institute of Aviation Medicine, Fuerstenfeldbruck (West Germany).

DEVELOPMENT OF AVIATION ACCIDENT PATHOLOGY IN THE FEDERAL REPUBLIC OF GERMANY

S Krefft In AGARD Recent Experience/Advan in Aviation Pathol Dec 1976 5 p refs (For primary document see N77-17710 08-52)

Avail NTIS HC A07/MF A01

Responsibilities and problems of aviation accident pathology are mentioned and the importance of aviation accident pathology for the prevention of sircraft accidents and flying safety is discussed. Historical development of aviation accident pathology in Germany is presented in detail.

N77-17713# Centre de Recherches de Medecine Aeronautique, Paris (Franco).

THE PLACE AND ROLE OF MEDICAL SERVICES IN FLIGHT SAFETY STUDY OF THE ORGANIZATION AND MEANS USED IN THE FRENCH AIR FORCES [PLACE ET ROLE DES SERVICES MEDICAUX DANS LA SECURITE DES VOLS ETUDE SUR L'ORGANISATION ET LES MOYENS MIS EN OEUVRE DANS LES FORCES AERIENNES FRANCAISÉS] P. M. Pingannaud /// AGARD Recent Experience/Advan. in Avistion Pathol. Dec. 1976 6 p. in FRENCH (For primary document see N77-17710 O8-52)
Avail NTIS HC AO7/MF AD1

The importance of the human factor in the causes of accidents or air incidents is discussed along with the necessity for doctors to actively participate in flight safety. Organizational structure actively participate in flight safety. Organizational structure regulatory disposition effective since 1975 are studied, and the functions of the medical profession in the investigation of the causes of accidents or air incidents are defined.

Transl. by B.B.

N77-17714# Royal Air Force, Halton (England). Div. of Aerospace Pathology.

AIRCRAFT-ACGIDENT AUTOPSIES: THE MEDICOLEGAL BACKGROUND

John L Christie In AGARD Recent Experience/Advan. In Aviation Pathol. Dec. 1976 13 p refa (For primary document see N77-17710 08-52) Avail: NTIS HC A07/MF A01

Problems encountered by the aviation pathologist seeking to perform autopsies on the victims of aircraft accidents are evaluated. Authorities having jurisdiction in special cases to conduct investigations are mentioned along with the various interests of each group for conducting their investigation. B.B.

N77-17715# Italian Air Force Medical Service H. C., Rome. MEDICO-LEGAL PROBLEMS OF FLIGHT ACCIDENTS INVESTIGATION

Gaetano Rotondo In AGARD Recent Experience/Advan. in Aviation Pathol. Dec. 1978 14 p. refs (For primary document see N77-17710 08-52)

Avail: NTIS HC A07/MF A01 Necessity is premised of close collaboration between the specialist in forensic medicine and the flight surgeon, in flying accidents investigation. These accidents are surveyed in their different types, various traumatic mechanisms and possible correlations existing between physic-psychical conditions of flying personnel and genesis of single accidents. Different body lesions, sustained by viotims of flight accidents, are deeply examined They are divided into lesions pertaining to skeleton, internal organs and external toguments; and pathogenetic interpretation of each injuries is discussed. As conclusion, reconstruction of causes and ways of flight accident production is discussed. This can be possibly carried out through the examination of differential characteristics of various traumatic findings of the different types of accidents, considering kinedynamics of the single accident as well as the phase in which the injuries were sustained (precipitation, or explosive decompression with subsequent precipitation, or impact on the ground followed by an explosion or not, or explosion in flight followed by impact, or finally the terminal fire on board with or without inhalation of smoke or toxic gases). From this reconstruction useful elements can be obtained, for the prevention of flight accidents and dependent injuries. Author

N77-17716# Centro di Studi e Ricerche di Medicine Aeronautica e Speziale. Rome (italy).

LEGAL ASPECTS OF FLYING ACCIDENTS INVESTIGATION DISASTER VICTIMS IDENTIFICATION

G. Paolucci In AGARD Recent Experience/Advan. In Aviation Pathol Dec. 1976 4 p refs (For primary document see N77-17710 08-62)

Avail NTIS HC A07/MF A01

Biological and non-biological systems for identification of victims in aviation disasters are discussed and described in detail. Some of the methods mentioned are the following non-biological method; (1) direct identification, (2) identification by exclusion, (3) identification by examination of clothing and personal effects, biological methods; (1) definition of race, (2) determination of sex (3) estimation of age (4) determination of individual characteristics.

N77-17717# Armed Forces Inst of Pathology, Washington,

PROCEDURES FOR IDENTIFICATION OF MASS DISASTER VIGTIMS

Robert R. McMeekin In AGARD Recent Experience/Advan. In Aviation Pathol. Dec. 1976 8 p. refs (For primary document see N77-17710 08-52)

Avail: NTIS HC A07/MF A01

The problems of identification of mass disaster victims is discussed. Various techniques and identification methods are cited.

N77-17718# Institute of Aviation Medicine, Fuerstenfeldbruck (West Germany).
HISTOLOGY IN AIRCRAFT ACCIDENT RECONSTRUC-

TION
G. Apel In AGARD Recent Experience/Advan. In Aviation
Pathol. Dec. 1976 3 p refs (For primary document see
N77-17710 08-52)

Avail: NTIS HC A07/MF A01

Histological methods of examining organs of fatally grashed pilots are discussed as a means of revealing diseases which may have limited the flying fitness of a pilot. Various cardiac complications, rare nervous diseases, and communicable diseases endendo only in certain parts of the globe are cited as some of the causes revealed through histological examination of pilot fatalities.

8.8.

N77-17719# Institute of Aviation Medicine, Fuerstenfeldbruck (West Germany).

THE ASYMPTOMATIC SILENT MYOCARDIAL INFARCTION AND ITS SIGNIFICANCE AS POSSIBLE AIRCRAFT ACCIDENT CAUSE

G. Backmann and W. Eisenmenger In AGARD Recent Experience/Advan in Aviation Pathol Duc. 1970 3 p. rets (for primitive document see N77-17710 08-52)

Avail NIIS HC A05/MF A01

Myocardial inflarction in pilots is discussed as one of the numerous possible causes of sircraft disasters. Two osses are cited in which pilots 33 and 43 years old complained about rottosternal pains of short duration (1 minuto) respectively nauses as encountered in hypoxia incidents. Since there was no subsequent pain, there was no cause for and examination by a physician so that the pilots continued their flying duty. After an interval of 10 months respectively 1 month the ECG taken during the periodic flying litness examination revealed the symptoms of a myocardial infarction suffered by the respective pilots.

Author

N27-17720# Armed Forces Inst of Pathology, Washington, p.C.

CORRELATION OF OCCURRENCE OF AIRCRAFT ACCIDENTS WITH BIORHYTHMIC CRITICALITY AND CYCLE

John H. Wolcott, Robert R. McMeekin, Robert E. Burgin (Natl. Transportation Safety Board), and Robert E. Vanowitch (FAA, Washington, D. C.). In AGARD. Hecent Expurience/Advan. In Aviation Pathol. Dog. 1976. 14 p. refs (For primary document see N77-17710 08-52).

Avail: NTIS HC A07/MF A01

The occurrence of aircraft accidents on various blorhythrine phases of cycles was studied. Aircraft accident data were obtained from the National Transportation Safety Board for general civil aviation and from the U. S. Army Agency for Aviation Safety for military accidents. The accidents were divided into two groups, pilot and nonpilot involved cases, using the causal factors given by the respective accident boards. No correlation was found between the occurrence of aircraft accidents and either the critical pariod, the negative phase, or the peak days of the negative phase of the biorhythmic cycles Data were evaluated by this aguare.

analysis when considering all three cycles or the physical and emotional cycles alone, and all were studied with a critical period of 24 or 48 hours' duration.

Author

N77-17721# Armed Forces Inst. of Pathology, Washington,

THE INTERPERTATION OF PRECENTAGE SATURATION OF CARBON MONOXIDE IN AIRCRAFT-ACCIDENT FATALI-TIES WITH THERMAL INJURY

Joseph M. Ballo and Abel M. Dominguez In AGARO Recent Experience/Advan. in Aviation Pathot. Dec. 1978 8 p refs (For primary document see: N77-17710 08-52) Avail: NTIS HC A07/MF A01

Victims of sircraff-accident fatalities suffering severe thermal traums (as defined by second- or third-degree burns anti/or percent saturation of osrboxyhemoglobin values of 10 or greater) were evaluated. Of 518 cases accessioned from 1988 through 1974, 83 had either sublethal or no physical traums. The mechanism of death in such cases is (1) glottal spasm, bronchosperm, or acute edems of the upper respiratory passage, (2) cardiovascular collapse secondary to vagal inhibition, (3) acute thermal hyperkalemia potentiated by high levels of circulating cateholamines, (4) complete combustion of flammable material by on-board oxygen supplies, producing an intense fire without the production of CO, or (5) poisoning by other toxic products of combustion.

N77-17722# Institute of Aviation Medicine, Fuerstenfeldbruck (West Germany).
TOXICOLOGICAL ASPECTS IN THE INVESTIGATION OF

FLIGHT ACCIDENTS

G. Powitz In AGARD Recent Experience/Advan. in Aviation Pathol. Dec. 1976 4 p refs (For primary document see N77-17710 08-82)

Avail: NTIS HC A07/MF A01

The working methods of the German flight toxicology working group were examined. Positive alcohol results required a determination of the water content and a test of possible putrefactive processus. The various procedures for blood elcohol determination were dompared and it was found that the enzyme method furnished high values differing from others. Gascorromatography identified some endogenous substances and putrefactive components respectively, some cases of joint occurrance are mentioned. The disadvantage of the photometric determination of carbon monoxide in burned corpses was illustrated. Extraction methods required for chromatographic separations of biological material were discussed and some disadvantages compared.

N77-17723# Royal Air Force inst. of Pathology and Tropical Medicine, Aylesbury (England).
RECENT AGRICULTURAL AIRCRAFT ACCIDENTS IN THE

UNITED KINGDOM

D. G. Wooten In AGARD. Recent Experience/Advan. In Aviation Pathol. Dec. 1976. 7 p (For primary document see N77-17710 08-52)

Avail: NTIS HC A07/MF A01

Agricultural aviation accidents were analyzed for cause, geographical distribution, and frequency. The probability of an accident occurring increased indirectly with age of the pilot and directly with his experience. Pilot error was the direct cause of the majority of accidents. Improved education and legislation would help to reduce the exposure to toxic chemicals. Author

N77-17724# Armed Forces Inst. of Pathology, Washington, D.C. Div. of Aerospace Pathology. ACCIDENT RECONSTRUCTION FROM ANALYSIS OF INJURIES

Joseph M. Ballo and Robert R. McMaekin In AGARD Recent Experience/Advan. in Aviation Pathol. Dec. 1976 11 p. refs (For primary document see N77-17710 08-52)

Avail. NTIS HC A07/MF A01

From an ongoing study of over 500 fatally injured crewmembers of U.S military sircreft every year and an analytically oriented research program in which injury patterns were varified by computerized simulation techniques, estimates were prepared of injury correlated with both the magnitude and the direction of the applied decelerative force. When an accurate tabulation of postmortem injuries was correlated with measurements of the path of the aircraft after it struck the ground, the dynamics of impact were deduced. This process was invaluable for accidents that occurred without witnesses or survivors and in which crash damage to flight instruments or the absence of flight-data recorders made calculation of impact kinematics difficult. Skeletal injuries,

particularly vertebral compression fractures, lacerations and contusions of viscers, sortic tears and facerations, and cutaneous contusions caused by complussion of harnesses and seat belts, were important factors in determining the direction and magnitude Of the deceleration vector

N77-17726# Army Agromedical Research Lab., Fort Rucker, Ala. Bioengineering and Life Support Equipment Div.
HEAD INJURY PATHOLOGY AND ITS CLINICAL, SAFETY AND ADMINISTRATIVE SIGNIFICANCE Stanley C. Knepp and Thomas M. Erhardt. In AGARD. Recent Experience/Advan in Aviation Pathol. Dec. 1976 9 p. refs (For primary document see N77-17710 08-52) Avail NTIS HC A07/MF A01

A review of head traume in war, vahicular accidents, sports. and aviation demonstrated that while the head constitutes roughly 9 percent of the body's weight, surface area and volume, it is implicated in 7 out of 10 body injuries. Head traums causes an unacceptable 1 in 4 deaths and for motorcycling it causes a staggering 1 out of every 2 deaths. It was proposed that examination of head trauma, its coats and the effectiveness of provided protection must apply the analytic tools of epidemiology not only to the injury but to the equipment as well. Prevention requires anticipatory action, based on the knowledge of protective performance history, in order to make the onset or further occurrence of injury unlikely.

N77-17726# Navai Aerospane Medical Research Lab., New Orleans, La. NEUROPATHOLOGY AND CAUSE OF DEATH IN U.S.

NAVAL AIRCRAFT ACCIDENTS Channing L. Ewing and Friedrich Unterharmscheidt. In AGARD Recent Experience/Advan. In Aviation Pathol. Dec. 1976 6 p. refs (For primary document see N77-17710 08-52) Avail: NTIS HC A07/MF A01

A frequent gause of death in naval aviation was hypothesized as drowning, associated with acceleration concussion perhaps due to nock stretch. Aircraft accident fatality data for the U.S. Navy were presented as a measure of the population at risk and recent data from the literature which might explain the causative mechanism of acceleration concussion are presented. Recommendations for improved standard autopsy protocols for stroraft fatalities were presented.

N77-17727# Institute of Aviation Medicine, Fuerstenfeldbruck

(West Germany).

CLARIFICATION OF A FATAL HELICOPTER GROUND ACCIDENT THROUGH FORENSIC MEDICAL METHODS

G. Apel /n AGARD Recent Experience/Advan. In Aviation Pathol. Dec. 1975

3 p refs (For primary document see N77-17710 08-52)

Avail: NTIS HC A07/MF A01

Based on the investigation of a fatal helicopter ground accident, which was clarified through forensic medical methods. problems of accident prevention were pointed out, especially the conspiculty of rotating propellers, tall rotors and safety markings. The dangers encountered as a result of vigilance and concentration disturbances in personnel caused by stress of noise, workload, and distraction were discussed. Safety measures required were also presented.

N77-17728# Royal Air Force Inst. of Pathology and Tropical Medicine, Aylesbury (England), Dept. of Aviation Pathology and Forensic Medicinu.

FATAL HELICOPTER ACCIDENTS IN THE UNITED KING-

A. J. C. Balfour In AGARD Recent Experience/Advan. In Aviation Pathol. Dec. 1976 8 p (For primary document see N77-17710 08-52)

Avail: NTIS HC A07/MF A01

There were 27 fatal helicopter crashes investigated in the United Kingdom in the years 1956 to 1975; there were 52 deaths and 15 survivors. Of the crashes 25 percent were survivable and produced 15 percent of the casualities and 73 percent of the survivors. There were 44 men killed in the non-survivable accidents and 4 escaped. In the 6 survivable crashes 8 men died: 5 drowned, one died from fire, one died from traumatic asphyxia, and one submarined out of his safety harness. The casualties emphasized the need for further improvements in training and in helicopter crash worthiness, and for the best early rescue facilities that can be provided.

N77-17729# Brooks Army Medical Center, Fort Sam Houston, Tex

ROENTGENOGRAPHIC EVALUATION IN FATAL AIRCRAFT

Richard A. Mosby and Robert R. McMeekin /n AGARD Recent Experience/Advan. in Aviation Pathol. Dec. 1976 7 p. refs

Por primary document see N77-17710 08-52)

Avail: NTIS HC A07/MF A01

The roentgenogram was evaluated as having great value in the investigation of fatal sircraft accidents. The entire spectrum of the accident was evaluated with this modelity magnifying and enhancing the information available. Calibration of the rountgenogram for use in the investigation of a fatel aircraft accident provided even more useful and factual data.

X77-72034 Advisory Group for Aerospace Research and Development, Paris (France)

FOURTH ADVANCED OPERATIONAL AVIATION MEDICINE COURSE

J. Ernsting, ed. and A. N. Nicholson, ed. Jun. 1976 72 p. (AGARD-R-842 Suppl) Avail: Advisory Group for Asrospace Research and Development, Paris, France NATO-Classified report

NOTICE: Available to U.S. Government Agencies

Aspects of sviation medicine of current concern to the effectiveness of NATO air forces are covered. The topics include the training of sirorews in aviation medicine, medical aspects of navel helicopter operations on the northern flank of NATO, developments in personal equipment with special reference to helmet developments, high speed escape and thermal problems, and the use of hypnotics in sir operations. Air operations and chemical warfare are discussed, in which the operational, chemical, medical, and personal equipment aspects of chamical agents are presented, as well as the problems of personal protection

53 BEHAVIORAL SCIENCES

includes psychological factors; individual and group behavior; crew training and evaluation; and psychiatric research.

N74-18807# Advisory Group for Aerospace Research and Development, Paris (France).

MATHEMATICAL MODELS OF HUMAN PILOT BEHAVIOR Duane T. McRuer (Systems Technol, Inc., (Hawthorne, Calif.) and E. S. Krendel (Pa. Univ.) Jan. 1974 83 p. refs.

(AGARD-AG-188; AGARDograph-188) Avail: NTIS HC \$7.25 Mathematical models of the human pilot are used for analyses of the pilot/vehicle system. Elementary concepts and specific physical examples are used for a step-by-step development of what is known about the human pilot as a dynamic control component. In the process, quasi-linear models for single-loop systems with visual stimuli and multiloop systems with visual stimuli are presented and then extended to cover multiloop, multi-modality situations. Empirical connections between the plict dynamics and pilot ratings are also considered. Nonlinear features of human pilot behavior in adapting to changes in the character of the stimuli are described and tied to the quasi-linear models via the successive organization of perception (SOP) theory, which is reviewed and elaborated. Dual-mode control models needed to describe the pilot's behavior in response to sudden translents are presented, along with pursuit and compensatory elements of the SOP continuum. The current status of mathematical pilot models is shown to gover random, random-appearing, and transient inputs for single- and multi-loop system configurations. A bibliography of applications and a summary of analysis problems

N74-19758+ Advisory Group for Agrospace Research and Development, Paris (France)

BIBLIOGRAPHY OF PAPERS AND REPORTS RELATED TO THE GUST UPSET/PILOT DISORIENTATION PROBLEMS Clifford F. Newbarry, comp. (Boeing Co., Wichita, Kans.) Feb. 1974 20 p refs

(AGARD-R-616) Avail: NTIS HC \$4.00

A compilation of papers and reports relating to the problem of an airplane being upset for atmospheric disturbances and the pliot being disorientated as a result of the upset is presented. Papers are listed by title and report number and, a summary is also provided where available.

N74-20720# Advisory Group for Aerospace Research and Development, Paris (France) AIRSICKNESS IN AIRCREW

T. G. Doble (Leads Univ.) Feb. 1974 75 p. lefs. (AGARD-AG-177; AGARDograph-177) Avail: NTIS HC \$6.75

The problem of airsickness is examined in terms of loss of useful training time. Figures are presented which are likely to be typical of those which occur in any modern Air Force. Various methods of reducing this incidence are discussed, as well as an approach to the management of flying personnel with airsickness. The signs and symptoms of airsickness are described. The alroraft maneuvers which are most likely to induce sirsickness are analyzed.

N74-31650# Advisory Group for Aerospace Research and Development, Paris (France).

THE OPERATIONAL CONSEQUENCES OF SLEEP DEPRIVA-TION AND SLEEP DEFICIT

Averne C. Johnson (Navy Mad. Neuropsychiatric Res. Unit) and Paul Naixoh (Navy Med. Neuropsychiatric Res. Unit) Jun. 1974

(AGARD-AG-193: AGARDograph-193) Avail: NTIS HC \$5.50 The effects of total sleep loss, partial sleep loss, and sleep stage deprivation are reviewed, with purticular attention to performance decrement and operational consequences. No consistent or uniform performance decrement was found in operation studies within the 36 to 48 hour range of total sleep loss most likely to be experienced by aircrew personnel, even though isboratory studies identified decrement on certain types of tasks. Physiological changes are minimal during moderate sleep loss, but mood changes are clearly noticeable. The most likely sleep problems for aircraw members are those associated with disruption of aleap-wakefulness cycles and partial sleep loss. Consistent performance decrement is difficult to find, but marked

increase in fatigue is a common influence on performance, and it interacts with other stressors to enhance the stress-induced physiological responses. Deprivation of sleep stage rapid eye movement (REM) or sleep stage four produces no behavioral changes supportive of earlier beliefs that these two stages. especially stage REM, are necessary for effective waking behavior Author

N.75-10706# Advisory Group for Aerospace Research and Davelopment, Paris (France).

COLD: PHYSIOLOGY, PROTECTION AND SURVIVAL F(Intio) Vogt Lorentzen (Roy. Norwegien Air Force, Oslo) Aug.

1974 44 p. refs (AGARD-AG-194; AGARDograph-194) Avail: NTIS HC \$3.75

The possibility of survival in a cold environment alone or in combination with other physical stresses, lies more in the field of technology and engineering, than in modifying human physiology. Practical points concerning survival techniques and equipment are discussed. The more serious problem encountered by a single man with simple equipment which has the highest possible efficiency/weight ratio is considered.

N75-12567# Advisory Group for Aerospace Research and Development, Paris (France). SIMULATION AND STUDY OF HIGH WORKLOAD OPERA-

TIONS N. Nicholson, ed. (RAF Inst. of Aviation Med.) Oct. 1974 126 p. refs. Presented at the Aerospace Med. Panel Specialist

Meeting, Oslo, 24-25 Apr. 1974 (AGARD-CP-146) Avail: NTIS HC \$5.75 The use of simulation for the evaluation of singrew performance in high operational work load situations is considered. For Individual titles, see N75-12586 through N75-12603.

N75-12588 School of Aerospace Medicine, Brooks AFB, Tex. SYSTEMS SIMULATION: A GLOBAL APPROACH TO AIRCREW WORKLOAD

Harry M. Hughes, Bryce O. Hartman, Raul Garcia, and Paul Lozano In AGARD Simulation and Study of High Workload Operations Oct. 1974 14 p (For availability see N75-12587 03.83)

Alterew workload can be studied at many different levels of detail. In the most general sense, it is a function of the total workload impose upon a unit in relation to the number of urews in that unit. An eirlift system simulation program has been designed using this global approach and a number of simulation studies have been performed. Outcomes in terms of systems effectiveness measures, crew workload, and crew welfare measures will be presented.

N75-12589 National Aerospace Lab., Amsterdam (Netherlands). A SIMULATOR STUDY TO INVESTIGATE HUMAN OPERA-TOR WORKLOAD

P. H. Wewerlinks and J. Smit In AGARD Simulation and Study of High Workload Operations Oct. 1974 6 p. refs (For availability see N75-12587 03-53)

Human response characteristics in control situations of widely varying difficulty were studied. The experiment was simed at a better understanding of the human operator limitations in terms of control effort as included in the optimal control model. Based on the experimental results a control effort index is presented. The predicted control affort correlates excellently with subjective ratings and seems to have a useful generality. Author

N75-12590 Royal Aircraft Establishment, Farnborough (England). **Human Factors Group**

LABORATORY RESEARCH INTO HUMAN INFORMATION PROCESSING

Jo H. F. Huddleston In AGARD Simulation and Study of High Workload Operations Oct. 1974 3 p (For availability see N75-12587 03-53)

Pliot workload can be expressed as the coping with two main clusters of problem. One cluster is agulpment based and theoretically amenable to physical modelling, even replacement. The other cluster is emphatically to do with humanity; to do with those elusive personal gambles on which life is felt to depend. Pilot workload might be the maintenance of a mental model encompassing these two kinds of time varying input; the continued provision of a mental solution for two sources of uncertain problem. Respectable transfer function work considers varied inputs, monitor outputs, and debate black box contents with a rare freedom.

N75-12591 Royal Air Force Inst. of Aviation Medicine. Farnborough (England). EVALUATING MEASURES OF WORKLOAD USING A FLIGHT SIMULATOR

J. M. Rulfs, J. W. Chappelow, R. L. Evans, S. J. E. Lindsay, and A. C. Browning (RAE) In AGARD Simulation and Study of High Workload Operations Cot. 1974 13 p. rafs (For availability see N75-12587 03-53)

A flight instrument trainer, resembling a twin jet communications aircraft, was used to evaluate questionnairs, performance and activity analysis measures of pilot workload. Attempts were made to distinguish between the physics", perceptual and mental components of workload. For this purpose three flight plans were devised, of approximately equal duration, differing markedly with respect to the three above components. Six professional pilots flew each flight plan and after landing completed questionnaires to assess the workload levels and the task content. During the flinhts video recordings were made of the pilot's manual and occumunication activity. From the measures it was possible to obtain significantly different results relating to the different flight plans. These results were capable of distinguishing between the three components of workload represented in the

N75-12592 Royal Air Force Inst. of Aviation Medicine, Farnborough (Inniand) A FLIGHT IMPLATOR STUDY OF MISSILE CONTROL PERFORMANCE AS A FUNCTION OF CONCURRENT WORKLOAD

K. G. G. Corkindale In I' with Simulation and Study of High Workload Operations Oct. 1974 6 p refs (For availability see N75-12587 03-53)

Eight pilots took part in a part task simulation of the delivery of a stand-off air-to-surface guided we will not save k phase of a sortie was simulated. This phase lasted some 3 minutes and included a low level run to the weapon release area, weapon release, target detection on the TV monitor display and the siming of the missile at the "arcs. Four levels of workload were studied. The results showed that: (1) performance at the missile control was degraded by increases in gonourrent workload; and (2) manual flight control and auto-pilot monitoring were adversely affected by concurrent missile control tasks.

N75-12593 Aerospace Medical Research Labs., Wright-Patterson

AFB, Ohio.

BIMULATION OF HIGH WORKLOAD OPERATIONS .A AIR

TO AIR COMBAT F. M. Holden, D. B. Rogers, and C. R. Replogle In AGARD Simulation and Study of High Workload Operations Co. 1974 4 p refs (For availability see N75-12587 03-83,

Workload measurements for the study and analysis of human performance are analyzed to provide effectiveness versus design data with specific examples from air to air combat man-in-the-loop simulations. The report concludes with a discussion of man-in-theloop simulation as a technique for system specific human performance data and as a source for the data required to develop general methods and techniques for aredicting the performance of manned weapon systems.

N75-12594 Dunlap and Associates, Inc., la Jolla, Calif. PILOT LANDING PERFORMANCE UNDER HIGH WORK-LOAD CONDITIONS

C. A. Brictson In AGARD Simulation and Study of High Workload Operations Oct. 1974 10 p. refs (For availability see N75-12587

A longitudinal study of pilot carrier landing performance was conducted to describe the influence of prolonged operations on pilot performance. A landing performance criterion previously validated in a fleet environment was used to measure and compare pilot and squadron performance variations over time. Three levels of cumulative workload were defined to evaluate concomitant changes in performance associated with each workload. Pilot landing performance improved over time with more improvement found in night performance than day. The influence of practice on carrier landings is discussed in relation to high cumulative workload. The performance criterion was used to identify potential night pilots on the basis of landing proficiency. High and low proficiency pilots also were identified and diagnostic training information provided.

N75-12595 Defence and Civil Inst. of Environmental Medicine. Downsview (Ontario).

AIRCREW WORKLOAD AND HUMAN PERFORMANCE:

THE PROBLEM FACING THE OPERATIONAL COM-MANDER

W. D. Macnamars In AGARD Simulation and Study of High Workload Operations Oct. 1974 5 p refs (For availability see N75-12587 03-53)

The information available to an operational commander on the reliability and servicesuility of the human component in the air weapons system is limited when compared to that available for the aircraft and other systems components. The common use of total flying hours does not provide the commander with information consistent with that now available from aircrew workload and performance studies. A basis for and the background in the development of a trail approach to providing commanders with better information on the human component is described.

N75-12596 School of Aerospace Medicine, Brooks AFB, Tex. Environmental Physiology Branch.

ENDOCRINE-METABOLIC INDICES OF AIRCREW WORK-LOAD: AN ANALYSIS ACROSS STUDIES
Henry B. Hele, Richard C. McNee, James P. Ellis, Jr., Reiph R.
Bollinger, and Bryce O. Hartman In AGARD Simulation and Study of High Workload Operations Oct. 1974 6 p. refs (For availability see N75-12587 03-53)

Endocrine metabolic measures have been subjected to a gross-sectional analysis in an effort to ascertain the basic relation of endocrine metabolic activity to the workload in either actual or simulated flights. For the present purpose, load represents degree of flight difficulty multiplied by duration. Difficulty was based upon USAF expert rankings, and duration was based upon fractions of a day. Multiple linear regression analysis was performed on data for urinary epinaphrina, norepinaphrina, 17-OHCS, urea, Na, K, and the Na/K ratio. This report presents the findings in the first phase of the cross-sectional study

Author

N75-12597 Institute of Aviation Medicine, Fuerstenfeldbruck

TIME DEPENDENCE OF THE FLIGHT INDUCED INCREASE OF FREE URINARY CORTIGOL SECRETION IN JET PILOTE

G. Ulbrecht, E. Meier, R. Rothenfusser, and K. V. Werder. In AGARD Simulation and Study of High Workload Operations Oct. 1974 8 p. refs (For availability see N75-12587 03-53)

A modified compatitive protein binding assay of free urinary cortisol using a single solvent extraction and a cortisol binding giolsulin from a dexamethasone suppressed maio subject was developed. The separation of bound and free cortisol was performed by adsorption of the free cortisol to dextran coated charcoal. The sensitivity of the method allows to measure as low as 0.2 ng per tube. In seven F-104 pilots flying two missions a day the 24 hr free ulinary cortisol secretion was significantly higher compared to 12 pilots on day of rest. When 26 F-104 pliots, 12 RF 4E pilots and 14 weapon system operators (WSO) were evaluated by measuring free urinary cortisol excration in short intervals it could be demonstrated, that only the pilots flying early in the morning showed an enhancement of adrenocontical activity compared to normal controls, suggesting a change of excitability of the hypothelamo-pituitary-adrenal system during

N75-12598 Navy Madical Neuropsychiatric Research Unit, San Diego, Calif

EMOTIONAL AND BIOCHEMICAL EFFECTS OF HIGH WORK-LOAD

William B. McHugh, Paul Naitoh, and C. A. Briotson (Dunlap and Associates, Inc., La Jolla, Calif.) In AGARD Simulation and Study of High Workload Operations, Oct. 1974, 9 p. refs. (For ava ability see N75-12587 03-53)

A preliminary longitudinal multifactorial study of the interrelationships of blochemical, mood, biographical factors and landing performance under high work load conditions has been carried out with U. S. Naval Aviators. Levels of serum cholesterol, serum uric acid, blood lactate, pyruvate, and mood assessments were made during periods of non-flying activity and during periods of increased cumulative work load. Urio acid values fell during moderate cumulative work load, and cholesterol values fell during high cumulative work load. Increased variability of pyruvate and lactate were noted with increased cumulative work load. Increased cumulative work load did not affect emotions or performance but altered mood association patterns and altered the relationships of mood and performance. Experience was correlated with performance under zero cumulative work load conditions. Emotion correlated with performance under high cumulative work load conditions. Author

N75-12599 Duniap and Associates, Inc., la Jolla, Calif. PREDICTION OF PILOT PERFORMANCE: BIOCHEMICAL AND SLEEP-MOOD CORRELATES UNDER HIGH WORK-LOAD CONDITIONS

C. A. Brictson, W. B. McHugh (Navy Med. Neuropsychiatric Res. Unit), and P. Naitoh (Navy Med. Neuropsychiatric Res. Unit). In AGARD Simulation and Study of High Workload Operations
Oct. 1974 10 p. refs (For availability ses N75-12597 03-53)
A preliminary longitudinal study of the factors affecting the

carrier landing performance of naval aviators under high workload conditions has been carried out. Using stepwise multiple regression techniques, a substantial portion of the variability in landing performance could be accounted for by six factors under zero cumulative workload conditions and by seven factors under moderate cumulative workload conditions. High cumulative workload conditions sharply reduced predictive ability. Although specific aircraft experience and total flight experience were important predictors of average landing performance, blood blochemical levels and emotional states had significant predictive ability. Sleep patterns relate strongly to performence. The factors that determine landing performance change as cumulative as workload increases.

N75-12600 Royal Air Force Strike Command, High Wycombe (England).

LONG RANGE AIR-TO-AIR REFUELLING: A STUDY OF DUTY AND SLEEP PATTERNS

N. H. Mills and A. N. Nicholson (RAF Inst. of Aviation Med.) In AGARD Simulation and Study of High Workload Operations Oct. 1974 9 p refs (For availability see N75-12587 03-53)

The cleep patterns of ground draw, pilots and tanker craws involved in a long range air-to-air refuelling mission have been related to their duty hours. During such complex operations workload may vary considerably and the demands placed on some aircrew may be very high. It is suggested that the duty hours demanded of individual aircrew should be related to their overall workload. In this way it may be possible to maintain an acceptable sleep pattern in all aircraw and ensure that no individual pilot or grew member is subjected to excessive duty hours.

Author

N75-12601 Supreme Headquarters Allied Powers Europe (Shape), Cestosu (Beigium).

HIGH WORKLOAD TASKS OF AIRCREW IN THE TACTICAL STRIKE, ATTACK AND RECONNAISSANCE ROLES F. TerBreak In AGARD Simulation and Study of High Workload Operations Oct, 1974 3 p (For availability see N75-12587

High workload tasks are outlined for aircraw performing three distinct tactical roles, namely the strike, the attack and the reconnaissance roles. The total mission is covered, which is from the time the pilot receives his orders until the debriefing following the flight has been completed. At the same differences between each role, as related to workload, are printed out so that a fairly realistic comparison can be made as to the workload of each category. Author

N75-12802 Royal Air Force, Binbrook (England). THE AIR DEFENCE ROLE

J. Hutchinson In AGARD Simulation and Study of High Workload Operations Oct. 1974 5 p (For availability see N75-12587 03-53)

In considering the workload involved in the air defense role, it is important to be clear as to the dimensions of the subject. On the one hand, any air defense situation will pose a problem which can be defined in absolute mathematical terms, and whose solution implies a certain degree of effort. The assence of air defense is that the intruder will set about making the defender's task as difficult as possible; the tactics he adopts, in addition to making the problem less tractable, may also reduce, through stress, fatigue, feer or soveral more factors the ability of the air defense crew to solve the problem. The perceived workload feding the craws whose ability is thus impaired may prove to be beyond their capability. Pilots need training against all possible threats from supersonic air launched missiles at high level, through high subsonic bomber penetrations at low level, to air combat manoauvring against fighter-type alroraft. This range of possibilities includes herd-on, beam and rear attacks with missiles, guns or both, pressed home either semi-automatically using electronically computed steering information, or visual information. Author

N75-12603 School of Aerospace Medicine, Brooks AFB, Tex. PHYSIOLOGICAL COSTS OF EXTENDED AIRSORNE COMMAND AND CONTROL OPERATIONS

Ralph R. Bollinger, Robert D. ODonnell, and Bryce O. Hartman In AGARD Simulation and Study of High Workload Operations Oct. 1974 9 p ref (For availability see N75-12587 03-53)

During Exercise Night Star the personnel of the National Emergency Airborne Command Post successfully documented their ability to maintain a continuous airborne siert for an extended period. Biomedical evaluation showed that performance was maintained by the mission teams, flight crews, and ground support personnel. When significant fatigue did occur, whether in flight or on the ground, it developed near the beginning of the exercise. The only cases of marked or persistent fatigue were seen in those groups whose day/night, work/rest cycles were shifted and can be attributed in major part to the resulting sleep loss. However, all groups appeared to adapt to their new work schedules as the exercise progressed.

N75-15306# Advisory Group for Asrospace Research and Development, Paris (France). CRIENTATION/DISORIENTATION TRAINING OF FLYING PERSONNEL: A WORKING GROUP REPORT A. J. Benson, ed. Nov. 1974 62 p. refs

(AGARD-R-825) Avail: NTIS HC \$4,25

Orientation /disorientation training is reviewed of military and civilian aircrew in NATO countries. Deficiencies in current programs are discussed and 24 recommendations made for improvement of ground and in-flight training. Sections of the report review ground based training techniques, the use of familiarization devices, more complex trainers, and aspects of in-flight training. Descriptions of the conduct of ground and in-flight demonstrations, a specimen lecture syllabus, and a specification for a familiarization device, are given. Topics requiring further research or development are identified.

N76-25782# Advisory Group for Aerospace Research and Development, Paris (France). HIGHER MENTAL FUNCTIONING IN OPERATIONAL

ENVIRONMENTS

Bryce O. Hartman, ed. (School of Aerospace Med., Brooks AFB, Tax.) Apr. 1976 82 p. refs. Presented at Aerospace Med. Panel Specialists Meeting, Ankara, 21 Oct. 1975 (AGARD-CP-181; ISBN-92-835-1216-2) Copyright. Avail-N'IS HC \$5.00

Psychophysiology of flight stress and human factors angineering for military aviation systems is elaborated. For individual titles, see N76-25783 through N76-25793.

N76-25783 Federal Aviation Administration, Washington, D.C. Office of Aviation Medicine.

DEFINITION AND MEASUREMENT OF PERCEPTUAL AND MENTAL WORKLOAD IN AIRCREWS AND OPERATORS OF AIR FORCE WEAPON SYSTEMS, A STATUS REPORT Siegfried J. Gerathewohl In AGARD Higher Mental Functioning in Operational Environments Apr. 1976 7 p. refs (For availability see N76-25782 16-53)

The determination of pilot and aircrew workload using psychological, physiological, and operational criteria has yielded valuable results. Methods used in civil aviation can be applied with appropriate modifications to military problems. However, workload measurements associated with highly complex and demanding conditions are still difficult. Data are not available from actual combat missions. The results obtained by simulation are promising and may be improved by the standardization of methods and the application of statistical approaches and mathematical models.

N76-25784 School of Aerospace Medicine, Brooks AFB, Tex. THE CORNELATIONAL STRUCTURE OF TRADITIONAL TASK MEASURES AND ENGINEERING ANALOGUES OF PERFORMANCE IN THE COGNITIVE DOMAIN

Richard C. McNee, Richard A. Albanese, William G. Jackson, William F. Storm, and Bryce O. Hartman In AGARD Higher Mental Functioning in Operational Environments Apr. 1976 6 p refs (For availability see N76-25782 16-53)

Standard performance measures from a traditional battery of tasks (the Neptune battery) were compared with simulated antialroraft gunnery activities under reveral configurations. These measures were found to correlate only to a moderate degree, with the highest canonical correlation between the two sets being 72 Preliminary modeling of the subject reactions on the simulation, a compensatory tracking task, has been accomplished using control theory methods. A tuntative conclusion from this work is that the transfer functions associated with random inputs are reasonable to use for this compensatory tracking task, which involves both deterministic and random inputs.

N76-25785 Milan Univ (Italy).
A STUDY OF BEHAVIOUR DURING A TRIAL OF VIGILANCE IN NON-PILOTING PERSONNEL

Ferdinando Monesi and Francesco Revaccia. In AGARD. Higher Mental. Functioning in Operational Environments. Apr. 1976 6 p. refa (For availability see N76-25782-16-53).

Subjects highly experienced in air traffic assessment and decision making tasks underwent a performance trial involving visual vigilance in a simulated operative environment. Data were collected by administering self-rating scales and recording both reaction times and brain potentials. Statistical analysis of data was performed with parametric and non parametric tests. All types of approach proved to be of value in the assessment of performance, although the greater utility of computerized neurophysiological avaluation must be emphasized for an advance in methodology.

Author

N76-26786 Pacific Missile Test Center, Point Mugu, Calif.

80ME PRACTICAL CONSIDERATIONS FOR PERFORMANCE TESTING IN EXOTIC ENVIRONMENTS

Robert S. Konnedy and Ronald A. Bruns. In AGARD. Higher Mental Functioning in Operational Environments. Apr. 1976 6 p. refs (For availability see N76-25782 16-53).

Correlations and normative data for six different versions of an auditory vigilance task are presented for approximately 100 males. In addition, other findings about effects on performances of practice, distractions, threat stress, and aircraft turbulence are discussed. Instructions for apparatus construction, scoring, and administration are reported.

Author

N76-25787 Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Bad Godesberg (West Germany). AIR OPERATIONS AND CIRCADIAN PERFORMANCE RHYTHMS

K. E. Klein, H. M. Wegmann, G. Athanassenas, H. Hohlweck, and P. Kuklinski. In AGARD. Higher Muntal Functioning in Operational Environments. Apr. 1978, 12 p. refs (For availability see N76-25782, 16-63). [Contract F33815-70-C-1598]

Experimental results and pertinent data from literature on circadian behavioral rhythms and their modifications through various factors are reviewed. Considered are operations of aircraws round the clock and on transmeridian routes, some possibilities of appropriate scheduling are discussed. Author

N76-25788 School of Aerospace Medicine, Brooks AFB. Tex. THE HUMAN AS AN ADAPTIVE CONTROLLER

Richard A. Albanese, Richard C. McNee, Edward J. Engelken.
Peter H. Henry, and Bryce O. Hartman In AGARD Higher
Mental Functioning in Operational Environments. Apr. 1976
8 p. rols (For availability see N76-25782 16-53)

During flight, aircrew members often function as subsystems in feedback control loops. In perticular, visual tracking tasks have been studied for many years. For these tasks, it has been observed that the human elters his control actions when the device to be controlled, or when the bandwidth of the signal to be tracked, is changed. Thus, the human operator appears to bin an adaptive controller. This article reviews the adaptive nature of man's control function using previously published data, and introduces information theory metrics which show a regularity in these data. Also, new data obtained from twelve subjects flying simulator while under the influence of orally administered 190 proof ethyl alcohol (0.0.0.3.0.8, and 0.9 gms/kg body weight) are presented. These results are related to provious studies, using both control and information theory metrics.

N76-25789 Civil Aeromedical Inst., Oklahoma City, Okla Aeronautical Center ASSESSMENT OF PERCEPTUAL AND MENTAL PERFORM-ANCE IN CIVIL AVIATION PERSONNEL.

the state of the s

Siegfried J. Gerathewohl (FAA, Washington, D. C.), W. Dean Chiles, and Richard I Thackray In AGARD Higher Mental Functioning in Operational Environments Apr. 1976 4 p. rofs (For availability see N76-25782 10-53)

A series of experiments were conducted in order to study functions of relevance to aircrew, pilot, and ATC performance They concerned the assessment of montal functions and complex performance on single operators and five man crews while monitoring static and dynamic processes, of perceptual motor tracking ability, as well as group problem solving. Operator proficiency was measured at various levels of demand induced by the simultaneous performance of different combinations of tasks, requiring the exercise of psychological and mental processes. It was found that multiple task performance varied significantly as a function of information input and group interaction. Substantial correlations were obtained between perceptual motor type problem solving and mental ability tests. Moreover, the results obtained from two tracking tasks suggest that a central process exerts a regulatory influence on a variety of physiological variables during increased attention demand and, furthermore, a correlation exists between the ability to austein attention and personality characteristics of the operator.

N76-26790 Surrey Univ., Guildford (England).
EMOTIONAL STRESS AND FLYING EFFICIENCY

L. R. C. Haward In AGARD Higher Mental Functioning in Operational Environments Apr. 1976 5 p refs (For availability see N76-25782 16-53)

A comparative study of the effects of emotional and intellectual stress upon flying performance is described. Ten pilots with self-confessed emotional problems, but certified medically fit to fly were matched approximately for age and flying experience with ten pilots confessing to no emotional problems. Emotional stress was induced by a clinical abreactive technique and measured in terms of psychophysiological concomitants. Intellectual stress was induced by the PASAT technique which is an automated numerical task designed to produce mental overload. Flying skill was measured in the presence and absence of both types of stress separately by means of a crossover design. The results show significant differences in flying performance between the two groups and between the two types of stress. It is demonstrated that intellectual stress produces impaired flying skill which is predictable both in degree and duration, whereas emotional stress produces substantially more severe but fluctuating degrees of impairment of unpredictable duration. The use of a psychometric technique using personal keywords and physiological monitoring clearly differentiates the two groups of pilots and indicates the origins of emotional stress. Its possible use for screening aircraft captains before important missions is examined. Author

N76-25791 Defence and Civil Inst. of Environmental Medicine, Downsview (Ontano).

A CONCEPTUAL MODEL FOR OPERATIONAL STRESS William A. LePage, Robert F. Thatcher, and Peter J. Dean In

William A. LePago. Robert F. Thutcher, and Peter J. Dean In AGARO. Higher Mental Functioning in Operational Environments Apr. 1976. 5 p. refs (For availability see N76-25782 16-53)

In the Canadian Forces, as in the NATO Air Forces, there are a variety of stressful operations. In discussing these complex stress situations with operational commanders, it was found beneficial to utilize a conceptual model to describe the circumstances. This model is described and discussed.

N76-25792 Aerospace Medical Research Labs., Wright-Fetterson AFB, Ohio.

SECONDARY TASK ASSESSMENT OF COGNITIVE WORKLOAD IN ALTERNATIVE COCKPIT CONFIGURA-TIONS

Robert D. O'Donnell In AGARD Higher Mental Functioning in Operational Environments Apr 1976 4 p. refs (For availability see N76-25782 16-53) (AMRI-TR-75-49)

New developments in cockpit design introduce significantly greater cognitive demand on the crew member In a series of pilot studies, traditional secondary task reserve capacity concepts were modified to be used at sub-maximal levels of workload. A primary flight simulation was performed simultaneously with the item recognition task. This task was chosen because the intercept and slope functions of the memory load/reaction time function appear to independently assess cognitive and sensory motor workload. The secondary task shows rehable and consistent changes with variations in workload and appears promising as

53 BEHAVIORAL SCIENCES

an objective measure of higher mental functions. Auditory and visual versions have been constructed, and further validation studies are being carried out.

Author

N78-25793 School of Aerospace Medicine, Brooks AFB, Tex.
THE EFFECTS OF TWO STRESSORS ON TRADITIONAL
AND ENGINEERING ANALOGUES OF COGNITIVE
FUNCTIONING

William F. Storm, Richard C. McNes, Richard A. Albanese, and Bryce O. Hartman In AGARD Higher Mental Functioning in Operational Environments Apr 1976 12 p refs (For availability see N78-25782 18-53)

The sensitivities to stress of traditional psychometric measures and human operator technology engineering parameters were compared in two experiments. In the first study, the effects of mild (8,000 ft) and moderate (15,000 ft) hypoxia were assessed. In the second study, standby alert duty was simulated. Systematic comparison was made between performance following sudden awakening and performance following enforced wakefulness. A battery of tasks emphasizing cognitive processes generated traditional performance measures. Psychomotor functions involving vigilance, problem solving, short term memory, and compensatory tracking were exercised. In addition, a two dimensional tracking task provided traditional task measures and human operator engineering parameters. The properties of the task were systematically varied and models developed for each condition. Both the traditional task measures and the HOT model parameters were analyzed for changes suggestive of alterations in cognitive functioning. The data suggest significant influences of both stressors on cognitive functioning. Conventional performance measures from the HOT task were more sensitive to the stress effects than the traditional task battery. Author

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54 MAN/SYSTEM TECHNOLOGY AND LIFE SUPPORT

includes human engineering, biotechnology, and space suits and protective clothing

N75-23166# Advisory Group for Aerospace Rezearch and Development, Paris (France).

STANDARDISATION OF IMPACT TESTING OF PROTEC-TIVE HELMETS A Working Group Report

D. H. Glaister, ed. Feb. 1974 14 p. refs (AGARD-R-629) Avail: NTIS HC \$3.25

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Standardization of biodynamic impact testing on aircrew helmets is considered. A classification of currently used test procedures is attempted and a compromise approach is proposed which could form the basis for agreement within the NATO membership. In addition to impact protection, penetration resistance and helmet retention, it specifies requirements for blast protection, maximum all-up weight and location of helmet's center of gravity.

N77-12708 Advisory Group for Aerospace Research and Development, Peris (France). VISUAL AIDS AND EYE PROTECTION FOR THE AVIATOR Thomas J. Tredict (School of Aerospace Medicine, Brooks AFB. Tex.) Oct. 1978 89 p Presented at the Aerospace Med. Panel Specialist Meeting. Copenhagen, 5-9 Apr. 1976 (AGARD-CP-191: ISBN-92-835-0177-2) Avail: NTIS HC AOB/MF AO1

information concerning visual aids and eye protective devices used by the eviator is discussed. Among the topics considered were: protection from retinal burns and flash blindness due to stomic flash; vision with the AN/PVS-5 night vision goggle; in-flight evaluation of optically stabilized target acquisition devices: and the correction of presbyopia. For individual titles, see N77-12709 through N77-12717.

N77-12709# Royal Aircraft Establishment, Farnborough (England). Neurosciences Div. EYE PROTECTION, PROTECTIVE DEVICES AND VISUAL

D. H. Brennan In AGARD Visual Aids and Eye Protection for the Aviator Oct. 1976 p 12 (For primary document see Avail: NTIS HC A05/MF A01

The major ocular hazards encountered in military sviction are discussed and some protective measures which may be adopted are described. The hazards considered are solar glare, bird strike, wind blast, miniature detonating cord, lasers and nuclear flash. The role of image intensifiers in aviation is also discussed.

N77-12710# Naval Air Development Center, Warminster, Pa. Crew Systems Dept.

INTEGRATION OF AVIATORS EYE PROTECTION AND VISUAL AIDS

Gloria T. Chisum and Phyllis E. Morway In AGARD Visual Aids and Eye Protection for the Avistor Oct 1978 p 7 (For primary document see N77-12708 03-54) Avail: NTIS HC A05/MF A01

Recent technological developments have resulted in additional functions being assigned to the halmet and visor. The additional functions range from static aids for distant vision to dynamic displays of information for use in weapon control and guidance. and siroraft management and situational information. Basic requirements for the protective equipment were established. The expanded functions for the protective equipment require that modifications be made in the equipment configuration. The modifications must be accomplished without sacrificing the basic functions of protection. Accomplishment of these two goals requires cooperation between the display designers and crew equipment specialists.

N77-12711# Sandia Labe., Kirtland AFB. N. Mex. PROTECTION FROM RETINAL BURNS AND FLASHBLIND-

NESS DUE TO ATOMIC FLASH
Billy J. Pforp (ASD/SMLS Life Support SPO, Wright-Patterson,
AFB, Ohio), J. Thomas Cutchen, and J. O. Harria In AGARD
Visual Aids and Eya Protection for the Aviator Oct. 1976 p 6 refs (For primary document see N77-12708 03-54)
Avail: NTIS HC A05/MF A01

Transparent ferroelectric ceramic material lead (anthanum zirconate titanate (PLZT), has enabled the development of large aperture electrooptic shutters in goggle or window type formats which provide sufficiently rapid decrease in transmitted light intensity to prevent flashblindness and permanent retinal burn from ultraviolet, visible and infrared radiation encountered in nuclear explosions. Author

N77-12712# Air Force Systems Command, Brooks AFB, Tex. USAF AVIATOR CLASSES. HGU-4/P: HISTORY ANI HISTORY AND PRESENT STATE OF DEVELOPMENT

Thomas J. Tradici In AGARD Visual Alds and Eye Protection for the Aviator Oct. 1978 p 6 refs (For primary document see N77-12708 03-54)

Avail: NTIS HC A05/MF A01

The aviator goggle HGU-4F has the important fundamental role of enhancing and protecting the vision of U.S. Air Force aviators. The spectrum of presently available lenses is reviewed. Studies to improve the product are detailed, in particular, the impact tests, both drop ball and ballistic, of glass (heat treated and chemical ion exchange) and plastic (CR-39 and polycarbonate). The practical tests of plastic versus glass lenses used in the field is reviewed. The culmination of this research has resulted in the presently available product, one that is felt to be the best that the state-of-the-art can presently produce. Author

N77-12713# Centre Principal d'Expertises Medicales du

PARSONNEL NAVIGENT, PERIS (FRANCE).
CONCERNING FLIGHT AND THE CORRECTION OF PRESEYOPIA (A PROPOS DU VOLET DE LA CORRECTION DES PRESEYTES)

J. F. Chevaleraud and Ch. Corbe In AGARD Visual Alds and Eve Protection for the Aviator Oct. 1976 p 4 refs. In FRENCH (For primary document see N77-12708 03-54) Avail: NTIS HC AOB/MF AO1

The use of eyeglasses by civil and military pilots over the age of 40 is investigated. The need for special lanses for flight use is discussed. A method is presented for determining the corrective measures needed for subjects with diminished power of accommodation for near objects.

N77-12714# Service de Sante pour l'Armee de l'Air. Paris

FLIGHT FITNESS AND PLIANT CONTACT LENSES [AP-TITUDE AU VOL ET LENTILLES DE CONTACT SOUPLES]
J. P. Cheveleraud and G. Perdriel /n AGARD Visual Aids and Eye Protection for the Aviator Oct. 1976 p 4 refs. in FRENCH (For primary document see N77-12708 03-54)

Avail: NTIS HC A05/MF A01

Four subjects were tested in a pressurized tank to determine the physiological effects of flexible contact lenses having 40% absorbency. Corneal sensitivity, ocular tone and the permasbility of lachrymal ducts were observed. Lachrymal secretion and binocular vision were measured. The advantages of soft contact langer over hard lenses is discussed.

N77-12715# Army Aeromedical Research Lab., Fort Rucker,

VISION WITH THE AN/PVS-6 NIGHT VISION GOGGLE Roger W. Wiley and Frank F. Holly In AGARD Visual Alds and Eye Protection for the Aviator Oct. 1976 p 12 refs (For primary document sea N77-12708 03-54)

AVAIL NTIS HC A05/MF A01

Results are presented from a series of experiments in which visual performance using the AN/PVS-5 night vision goggle was measured. Visual modulation transfer functions of the man-goggle system were determined and compared to results obtained with unaided viewing. The man-goggle system performance was superior to unaided visual performance at average target luminances equivalent to 5% and 25% moon illuminances. A+ a target luminance equilivalent to a full moon illuminance, unaided visual performance was superior at higher spatial frequencies, while remaining poorer at the lower spatial frequencies. Using a modified Howard-Dolman apparatus, it was determined that the stereoscopic threshold was degraded with the man-goggle system. Field measurements of relative depth discrimination using all available visual cues showed that performance of the man poggle system was statistically equivalent to unaided phototopic visual performance at intermediate viewing distances, but was inferior to unaided viewing at distances of 500 feet or Author

MAN/SYSTEM TECHNOLOGY AND LIFE SUPPORT

N77-12716# Centre de Recherches du Service de Sante des Armess, Clamart (France).

EXPERIMENTAL STUDY OF VISION DIMMING IN AN ANIMAL (ETUDE EXPERIMENTALE DE L'EBLOUISSEMENT CHEZ L'ANIMAL)

L. Court, J. P. Chevaleraud, G. Perdriel, and M. Basin. In AGARD Visual Aids and Eye Protection for the Aviator Oct. 1976 p 11 refs. In FRENCH (For primary document see N77-12708 03-54) Avail: NTIS HC A05/MF A01

Vision dimming is a temporary deficit in visual perception in a subject submitted to intense luminous energy, at a level higher than that of his level of hdap stion. Electrodes were implanted in a monkey and chattle of study the electrophysiological rectification and behavior nouses by glare. The time of Transl. by A.H. recuperation is measured.

N77-12717# Army Aeromadical Gasearch Lab., Fort Rucker,

IN-FLIGHT EVALUATION OF HAND-HELD OPTICALLY STABILIZED TARGET ACQUISITION DEVICES

Devid D. Glick In AGARD Visual Aids and Eye Protection for the Aviator Oct. 1976 p 13 (For primary document see

N77-12708 03-54)

Avail: NTIS HC A05/MF A01

Several target acquisition devices are compared in-flight. Considering size, weight, complexity, and performance in an in-flight visual acuity task, one of the devices looked promising. A group of twenty-nine subjects used a single device in a scout helicopter flight scenario. The device produced motion sickness and the experimental plan was designed to assess this as well as visual acuity in flight. The subjects flew the scenario first with the unsided eye and then with the device in both a stabilized and unstabilized (caged) mode. The latter two flights were counterbalanced across subjects. Following the flight phase, the subjects were given a series of tests to evaluate individual susceptibility to motion sickness. Performance in the visual adulty tesk was significantly correlated with the sirsickness rating of an on-board experimenter; however, there was no significant difference between the magnitude of the symptoms observed when the device was stabilized and the magnitude when caged.

59 MATHEMATICAL AND COMPUTER SCIENCES (GENERAL)

N75-10713# Advisory Group for Aerospace Research and Development, Paris (France) GLOBSARY OF DOCUMENTATION TERMS. PART 2: COMPUTER-USER TERMS

D. C. Gibbs (Royal Naval Coll.) Sep. 1974 41 p. refs (AGARD-AG-182-Pt-2; AGARDograph-182-Pt-2) Avail: NTIS HC \$3.76

A compendium of definitions and, where appropriate, descriptions are provided which will assist the computer user, particularly in the field of information science and documentation, to understand the terminology which proliferates in the field of computing. Although designed primarily for the user, it is hoped that computer personnel also will find the entries of some value when, for example, dealing with aspects of computing outside their own specialization.

Author

N75-16236# Advisory Group for Aerospace Research and Development, Paris (France), PRINCIPLES OF AVIONICS COMPUTER SYSTEMS

J. N. Bloom, ed. (Commun. Res. Centre) Dec. 1974 187 p. refs

(AGARD-AG-183; AGARDograph-183) Avail: NTIS HC \$7.00 An introduction to fundamentals of digital computers, data acquisition and communication, logical partitioning and optimization of subsystems is given. A methodology of design is developed by philosophical discussion, detailed description of processes, and by practical examples of the application of basic principles to the problems of system and component design. The technique of specifying a requirement is discussed in detail as are the various steps required to satisfy it. For individual titles, see N78-18237 through N75-16248.

N75-16237 Politecnico di Torino (Italy). Inst. di Elletrotecnica Generale.

BASIC DIGITAL COMPUTER CONCEPTS

A. R. Mao In AGARD Principles of Avionics Computer Systems Dec. 1974 p 3-29 refs (For availability see N75-16236 07-59)

Discussed are the five functional units of a digital computer: (1) arithmetic unit; (2) memory; (3) input devices; (4) output devices; and (5) control unit. In addition to these basic units and their construction and operation, information is given on filip-flops and registers, numeric information coding in a computer, boolean algebra, building blocks, and computer software. A.L.

N75-15236 Norwegian Defence Research Establishment, Kjeller, DATA ACQUISITION AND COMMUNICATION FUNCTION

Yngvar Lundh In AGARD Principles of Avionics Computer Systems Dec. 1974 p 30-41 refs (For evailability see N75-16236 07-59)

An aviunics computer, as part of a real time system either in the air or on the ground, has to communicate with the rest of the system. To communicate requires the exchange of data in one form or another. Various aspects of such data exchange are discussed along with a brief review of some typical devices which may be part of an avionics system. Some example cases are given to show how these would communicate with the computer.

A.L.

N75-16239 Norwegian Defence Research Establishment, Kjeller. OPTIMIZATION

Yngwar Lundh In AGARD Principles of Avionics Computer Systems Dec. 1974 p 42-45 (For availability see N75-16236 07-59)

An avionics computer system, as well as all other engineering jobs, nequires optimization. This optimization process may be different depending on whether the systems designer or the computer designer does the job. For this discussion it was assumed that the solution was not constrained by limited choices of standard sizes, shapes and forms, or by choices made by someone else, past history or had fortune. Some management considerations are briefly discussed. Important technical parameters such as: logic speed, computing speed, memory capacity, communication capacity, survivability, modularity, physical parameters, and

programming complexity are briefly described. Some important tradeoffs which are useful to know when seeking a way out of the multitude of possible configurations which a computer based system may be given are also identified.

A.L.

N75-18240 Royal Redar Establishment, Malvern (England).

SYSTEMS AND SYSTEM DESIGN: SOFTWARE DESIGN
IN COMPUTER BASED SYSTEMS
C. S. E. Phillips In AGARD Principles of Avionics Computer

C. S. E. Phillips In AGARD Principles of Avionica Computer Systems Dec. 1974 p 47-63 refs (For svailability see N75-16236 07-59)

This discussion is concerned with the production of software by professional teams for computer controlled systems dedicated to some special purpose. Such systems are essentially software based, usually real time, and much more complex than they appear to the outsider. Discussed are: (1) system design methodology; (2) programs as systems; (3) functional system approach; (4) purpose of programming network diagrams: (6) data rectangles; (6) process circles; (7) simple hierarchia program network; (8) hierarchy of diagrams; (9) simple hierarchia program network; (8) hierarchy of diagrams; (9) simple hierarchia program network; (8) hierarchy of diagrams; (9) simple hierarchia program testing; and (10) real time computer systems. As computer systems become less of a novelty, standardization at lower levels, though restricting possibilities, offers the avionics system engineer fewer problems if use is made of existing technologies. A.L.

N75-16241 Ferranti, Ltd., Bracknell (England).
AVIONICS SYSTEM ARCHITECTURE

R. E. Wright In AGARD Principles of Avionics Computer Systems
Dec. 1974 p 64-87 refs (For availability see N75-16236
07-59)

The system architect's task is to define and combine a set of hardware components to form a system whose aggregate behavior will meet the operational requirement for the system. Most avionic systems start with an operational requirement specified by a user or airframe manufacturer. During the short history of aviation there has been a growth of such operational needs which have presented problems requiring technical solutions. The avionic system derives much from the general development in system engineering, but is subject to particular operational requirements, physical environments, and physical constraints which together justify a somewhat specialized approach. Bome of the problems and techniques involved are briefly described and discussed.

N75-18242 Seienia S.p.A., Rome (Italy). DEFINING THE PROBLEM AND SPECIFYING THE RE-QUIREMENT

Silvio Bosso and Rodolfo Gamberale In AGARD Principles of Avionics Computer Systems Dec. 1974 p 85-118 (For availability see N75-16236 07-59)

This discussion deals with the functional requirements of computer system and aims at the definition of a methodology for deriving them from the knowledge of the tasks to be performed. The nonsiderations presented may be applied both to determine the suitability of a certain computer architecture and to compare different computers against a given application. The treatment starts with a brief survey of typical tasks of an avionic system, from which a sample is taken to be further analyzed as an example. Computer tasks are enalyzed, also with the aid of examples, in order to show how the computer requirements can be arrived at.

Author

N75-16243 Smiths Industries Ltd., London (England). Aviation Div.

MONITORING AND CONTROL OF AEROSPACE VEHICLE PROPULSION

E. S. Eccles In AGARD Principles of Avionics Computer Systems Dec. 1974 p 119-142 refs (For availability see N75-16236 07-59)
Avail: NTIS

The application of digital computer systems to the design of systems for monitoring and control of the propulsion of serospace vehicles is discussed. The general context is related to commercial operation of vehicles using airbreathing engines. This limitation permits concentration of attention on the systems problem and removes the need for any extensive discussion of powerplant characteristics. The restriction is not serious in terms of broad powerplant characteristics. The basic fustures of control requirements are common to all plants using chemical energy sources and combustion for energy conversion. There are strong conceptual similarities, for instance, between throttlesble rocket motors and augmented (reheated) gas turbine powerplants. Time

constants and thrust levels differ but the basic problems of mixture control via independent fuel and oxident flow control and their pumping (in the genural sense) remain the same. The plant control details will be less relevant to systems using hypergolic fuels and nuclear or electric propulsion. In the same way, the operational criteria will be similar for vehicles which, in themselves, are as different as the space shuttle and STOL feeder liner systems. Commercial and military operational criteria elso have many analogous, if not entirely homologous, features. Similar design trade-offs are involved for both types of organizational structure and mission objectives. The discussion identifies the basic principles involved and enables read-across to other types of operation and to other svionics systems disciplines. Author

N75-16244 Advisory Group for Aerospace Research and Development, Paris (France).
MAH-MACHINE INTERFACE

E. Keonlien In Ita Principles of Avionics Computer Systems Dec. 1974 p 143-149 (For availability see N75-16236 07-89)

As the complexity of serospace systems grown, the requirement for augmenting, expending and simplifying crew control capabilities becomes more demanding. The man-machine interface, which essentially is a problem of exchanging data between the system and the human has become more quotal for the operation of modern serospace systems. To cope with this problem is new class of information proceeding systems (serospace computers, multiprocessors, multiplexers), control systems and displays have been developed, and the trand toward greater integration is realized. As a consequence, the degree of pilot/operator involvement with the machine has increased in scope and complexity. Some basic elements of the man-machine interface optimization process and its relations to the total evionics system design are briefly reviewed. Author

N75-16245 Advisory Group for Aerospace Research and Development, Paris (France).

NOVEL DEVICES AND TECHNIQUES

E. Kaonjian *In its* Principles of Avionics Computer Systems Dec. 1974 p 150-162 refs (For availability see N75-16236 07-88)

Considerable advances have been made over the whole range of evicinic devices and techniques which have been finding their way into evicinics systems, making them more effective in terms of reliability and operational capability. These are coupled with simplicity and lower cost for maintenance and ownership. This process has been accelerated particularly by the rapid progress in microelectronics, with its far reaching consequences especially for future evicinic computer systems. Some advanced devices and technologies still in development are reviewed, which, when matured, could further improve the effectiveness of evicinic computer systems.

Author

N78-18248 Pleasey Co. Ltd., Ilford (England).
SPECIFYING THE REQUIREMENTS

A. L. Freedman In AGARD Principles of Avionics Computer Systems Dec. 1874 p 183-178 (For availability see N76-18236 07-53)

A four step procedure is described for deriving the specification of an avionice computer system as a whole. Such a specification makes it possible to decide first of all whether to go shead with the system, and secondly if the decision is taken to go shead, to eliminate the main sources of the troubles which have plagued these projects in the past. The procedure stems directly from the definition of a real time system as a tool to seelet in performing a given activity. The activity may be the control of interceptor sincreft or the control of the systems on board an aircraft. Techniques used to design an optimum system to meet the specification are briefly covered.

A.L.

62 COMPUTER SYSTEMS

includes computer networks.

N75-16267# Advisory Group for Aerospace Research and Development, Paris (France).

REAL TIME COMPUTER BASED SYSTEMS

Dec. 1974 410 p refs in ENGLISH partly in FRENCH Presented at Avionics Panel Symp., Athens, 27-31 May 1974 (AGARD-CP-149) Avail: NTIS HC \$10.50

Computer design and software generation for rest time avionics systems are considered. For individual titles, see N75-16250 through N75-16294.

N75-16256 Space and Missile Systems Organization, Los Angeles Air Force Station, Calif.
COMPUTER SOFTWARE TESTING AND CERTIFICATION

Kenneth E. Nidilfer In AGARD Real Yime Computer Based Systems Dec. 1874 5 p refs (For availability see N75-16257 07-62)

The major problems yet to be solved in the test and certification of computer software are to insure in a cost effective manner that: (1) the software has no bugs which could cause the overall system to malfunction at critical times; and (2) the software meets the functional requirements of the user. Fertile areas of further investigation include: (1) guidance on how to test and certify software for large computer systems: (2) a reevaluation of the cost and performance trade-offs associated with third party software developers, integrators and maintainers, and (3) a realignment of the R and D support to meet current test and certification needs.

N75-16255 Royal Radar Establishment, Malvern (England).
SYNTACTIC METHODS FOR THE PRESCRIPTION OF PROCESSES

J. T. Webb In AGARD Real Time Computer Based Systems Dec. 1974 11 p refs (For availability see N75-10257 07-62)

It is proposed that an extended version of Foster's syntax improving device be used to generate the computer useable form of a process. The reasons for the extensions and their effect on the resulting syntax analyzers are discussed and conclusions drawn as to the flexibility and usu of the technique.

M75-16260 Advisory Group for Aerospace Research and Development, Paris (France).
REDUCED SIZE OPTIMAL CONTROL LAWS

P. Bernhard (IRIA, Resquencount) In its Real Time Computer Based Systems Dec. 1974 6 p refs (For availability see N75-16257 07-62)

The problem considered is that of reducing the number of state variables fed back in the optimal control of a linear plant with quadratic performance index. A classical approach is discussed, where the state variables, or their combinations, to be fed back are chosen a priori. A new approach is proposed where we look for those state variables (or combinations of) that can be ignored. The two are compared and turn out to have very different properties. It is argued that the new method is more significative, less hazardous, and far simpler to carry out.

N75-16261 Texas Instruments, Inc., Huntsville, Ala.
A PROCESS DESIGN SYSTEM FOR LARGE REAL TIME SYSTEMS

Author

Roger R. Bate In AGARD Real Time Computer Based Systems Dec. 1974 8 p refs (For availability see N75-16257 07-62) (Contract DAHC60-72-C-0186)

A process is designed from the top down in a structured programming known as the Process Design Language (PDL). Each level of design consists of references to modules which are defined later at the next lower level of design. Undefined modules at any stage are simulated by simple models to permit execution of the system on a computer. In this way the high level logical structure is varified before expensive detailed voding at lower levels is accomplished, and modules can be tested within a realistic environment. The Process Design System (PDS) provides translator, library management, and simulator construction facilities which relieve the process designer of most of the housekeeping chores associated with configuration control of a large system under evolutionary design.

N75-18262 Royal Military Coll. of Science, Shrivenham (England). REAL TIME OPERATING SYSTEMS

K. L. Hunt In AGARD Real Time Computer Based Systems Dec. 1974 11 p refs (For evailability see N75-18257 07-82)

The development of standard approaches to the design of operating systems is explored. Two systems currently under development or in use illustrate at least a trend to a standard approach. The relevance of work of a more formal nature to the design of operating systems is discussed in the light of recent work on evnehronizing secuences.

N75.16263 Marconi-Elliott Avionic Systems Ltd. Borehamwood (England)

THE CYCLIC TIME BLOT INTERFACE AND ITS INFLUENCE

ON THE SOFTWARE EXECUTIVE
A. Tonkin and R. Makolm In AGARD Real Time Computer Based Systems Dec. 1974 12 p (For availability see N75-16257

The cyclic time slot interface is described which has advantages when peripherals exhibit peaky data rates. Software executives are classified and it is shown that under certain well defined conditions a scanning executive, with a cyclic time slot interface, is the optimum. A surveillance radar system is described and this is used as an illustration of an application of the

N75-16264 Royal Radar Establishment, Malvern (England).
AN EXERCISE IN MULTI-PROCESSOR OPERATING-SYSTEM DESIGN

R. S. Newton In AGARD Real Time Computer Based Systems Dec. 1974 9 p refs (For availability see N75-16257 07-62)

Design concepts and structuring of a multiprocessor general purpose operating system are discussed, and those features of the operating system peculiar to multiprocessing are identified.

N75-16265 Royal Rader Establishment, Malvern (England), MASCOT: A MODULAR APPROACH TO SYSTEM CON-STRUCTION OPERATION AND TEST

K. Jackson and H. R. Simpson (Royal Air Force, Leeming, Engl.) In AGARD Real Time Computer Based Systems Dec. 1974 18 p refs (For availability see N75-16257 07-62)

The MASCOT approach has formalized a method for dealing with the interconnection and intercommunication between loosely coupled programs i.e. programs which interact in a manner other than by direct call. To this end, some basic types of modules have been defined which are independent even after compilation. These modules may be connected together to construct subsystems which interface with each other by user defined channels. This construction facility is supported by some basic software which allows software synchronization both within subsystems and between subsystems to ensure an orderly and sustained flow of data through the system. To back up the paper study, the majority of the key features have been implemented using Coral 56 on a Marconi Myriad computer.

Author

N75-16266 Sigmens A.G., Munich (West Germany).
A REAL-TIME PROGRAM SYSTEM FOR CONTROLLING A PHASED ARRAY RADAR

Heinz Knetsch In AGARD Real Time Computer Based Systems Dec. 1974 10 p (For evallability see N75-16257 07-62) The software of an experimental radar system is described

that is equipped with a planer phased array antenna and two linear phased array antennad. The planar antenna is used as a primary radar antenna while the two orthogonally arranged linear arrays serve as secondary radar antennas. To operate the experimental radar system it is necessary to have a software system for radar process control and evaluation of the air situation. This software system consists of a series of relatively independent process control programs whose execution is initiated by a superordinate control program under real time conditions. A priority and time slice control in the executive program ensures real time operation. The user programs are complemented by input/output programs each of which controls and supervises an individual device connected to the system. The executive program supervises all events occurring during the process and initiates the required activities.

N75-15267 Naval Electronics Lab. Center, San Diego, Calif. THE CS-4 HIGH LEVEL LANGUAGE AND ITS USE IN REAL TIME SYSTEMS

Warren E. Loper and James S. Miller (Intermetrics, Inc.) In

AGARD Rest Time Computer Based Systems Dec. 1974 11 μ refs (For availability see N75-16257 07-62)

The All Applications Digital Computer (AADC) program is used in the development of a modular computer designed to be assembled from off-the-shelf, large scale integrated (LSI) silicon wafer and magnetic thin film building blocks. From these components can be configured a simple minicomputer, or a large multiprocesor, or anything in between. Exploitations of the architecture of machines such as the AADC require the supporting exploitations of the state-of-the-art of computer programming languages and their use in the development of reusable program modules in the construction of large systems. In an attempt to reduce the high cost of software, CS-4 is being designed to meet this requirement.

N75-16266 Smiths Industries Ltd., Sishope Cleeve (England), COMPACT INTERPRETERS: THEIR IMPLICATIONS ON SOFTWARE AND HARDWARE DESIGN

K. A. Helps In AGARD Rest Time Computer Based Systems Dec. 1974 10 p refs (For availability see N75-16257 07-62)

There is a place in avionics real time systems for programs to be stored in compact code and executed by interpretation. Compact interpretable code is here used to mean code designed to require near-minimum storage. Substantially smaller storage is required for compact code than for normal code as produced by an efficient compiler or assembler. Typically the compression ratio is .5 to .7 and an overhead of a few hundred words for the interpretable are code is a rise in execution time. The use of compact interpretable code is every attractive in some avionics applications on storage considerations alone, but its use has repercussions on other areas of the digital systems design, particularly in improving legibility and maintainability of software and in promoting portability. Compact interpretation is a software analogue of microprogramming.

Author

N75-15200 Royal Radar Establishment, Meivern (England).
CORAL 66: THE UK NATIONAL AND MILITARY STAND-AND

N. J. F. Neve In AGARD Real Time Computer Based Systems Dec. 1974 7 p. refs (For availability see N75-16257 07-62)

The evolution of CORAL 86 as a standard programming language for use in real time systems in the United Kingdom is reported, with emphasis on the managerial and axecutive organization necessary to issued and support the language. The organization necessary to maintain the language as a standard, and the methods adopted in practice to ensure that the standard is not delissed are discussed. The benefits that have accrued from adopting a policy of language standardization are summarized.

Author

N75-16270 Plessey Rudar Ltd., Havant (England). Recearch Centre.

A LANGUAGE FOR THE SPECIFICATION OF REAL-TIME COMPUTER-BASED SYSTEMS

D. M. Belaton and O. E. Morgan In AGARD Real Time Computer Based Systems Dec. 1974 13 p refs (For availability see N75-16257 07-62)

Current methods of conveying the apecification of real time computer based systems rely heavily on natural language as the medium for communication and agreement between customer and contractor. Misinterpretation and ambiguities are easily introduced if statements are made in natural language however and the cost of realification can be high both in moretary and time terms. The initial specification is presented for a formal language which has been developed to convey system specification information. The language forces the writer to emphasize the hierarchical nature of the system and thus encourages a logical and progressive flow of information. The resulting specification serves a dual purpose as the same text can provide both an overview of the system and a detailed specification of every sub-unit.

N75-18271 Litton Industries, Van Nuys, Calif. Data Systems

FAST INTENT RECOGNITION SYSTEM (FIRST)

S. C. Schroeder and L. E. Vaughn In AGARD Real Time Computer Based Systems Dec. 1974 13 p (For availability see N75-16257 07-82)

The design of an APL language computer for use in command and control systems is investigated. The computer is divided

into four functional units. The major innevation is the unit which determines, at execution time, the optimum execution code for erray processing statements. This code is later executed by another unit specifically designed for array operand expressions. The design is currently being avaluated using an emulator written for an APL, time sharing system. The evaluation shows a distinct cost/performance advantage over both a naive approach and a conventional computer system. In addition, use of this computer in an interactive command and control system or real time aviants application will greatly reduce software development and infegration time and cost.

Author

N75-16272 Eurroughs Corp., Psoli, Ps. Federal and Special Systems Group.

BURROUGHS AUTOMATIC COMMUNICATIONS SYSTEM THE FOURTH GENERATION (BACS IV)

Charles 8. Modriulter In AGARD Real Time Computer Based Systems Dec. 1974 10 p (For svellability see N75-16257 07-82)

The design and development of a computer system architecture is reported for application to real time processing. The evionics multiprocessor system uses either a semiconductor memory or an integrated circuitry as a communication switch. Through the use of microprogramming, instruction sets unique to an application are created and stored in a control memory for interpretation.

N75-16273 Service Technique des Telecommunications de l'Air, Paris (France).

ORGANIZATION OF STRIDA (SYSTEM FOR PROCESSING AIR DEFENSE INFORMATION) [ORGANISATION DU STRIDA (SYSTEME DE TRAITEMENT DES INFORMATIONS DE DEFENSE AERIENNE)]

D. Coulmy In AGARD Real Time Computer Based Systems Dec. 1974 8 p in FRENCH (For availability see N75-16287 07-62)

A real time data processing system, STRIDA, for processing air defense information is reported. The system utilities a computer which processes data furnisher by rades and presents the deta to the controller. Data are included on the types of equipment, methods of programming, and the arrangement needed to insure satisfactory availability of the system.

Transl. by E.H.W.

N75-16274 Societe d'Applications Generales d'Electricite et de Mecenique, Paris (France).

PARALLEL COMPUTER WITH AUTOMATICALLY RECON-FIGURABLE ORGANIZATION (COPRA) [CALCULATEUR A ORGANISATION PARALLELE RECONFIGURABLE AUTOM-ATIQUEMENT (COPRA)]

M. C. Meraud and M. F. Browseys In AGARD Real Time Computer Based Systems Dec. 1974 5 p In FRENCH (For availability see N75-16287 07-62)

To meet the demand for reliability in digital computer data, a study was made to identify and solve the problems associated with such demands. The COPRA program is a structural arrangement which permits more confidence than is assessible by other technological means. Three fundamental mechanisms were utilized: a failure reconfiguration element which utilizes other equipment to share operations in case of performance degradation, an error detection element which inhibits the output of all errors in the results, and the resumption element which permits the continuation of the mission in cases after failure.

Transl. by E.H.W.

N75-16278 Electroniqui: Marcel Dassault, St. Cloud (France).
THE MECRA EXPERIMENTAL COMPUTER MODEL WITH AUTOMATIC RECONFIGURATION | LE MECRA MAQUETTE EXPERIMENTALE DE CALCULATEUR A RECONFIGURATION AUTOMATIQUE]

G. P. Germain In AGARD Real Time Computer Based Systems Dec. 1974 8 p. refs. In FRENCH (For availability see N75-16257 07-82)

A computer model supporting the study of diverse methods to increase reliability and sudurity in computer operations was examined. Several types of redundancies were put to work and the gains in reliability were evaluated. Reconfiguration methods were implemented and improvements of their effectiveness were tested. Experimental conclusions and calculated reliability are

included. The validity of all solutions are examined, in particular, aspects of placing the work under LSI technology.

Transl. by E.H.W.

N75-18275 AEG-Telefunken, Konstanz (West Germany).

SOME MULTICOMPUTER CONFIGURATIONS FOR RELIA-BILITY IN ATC SYSTEMS

J. Zuern In AGARD Real Time Computer Based Systems Dec. 1974 16 p. refs (For availability see N75-16257 07-62)

The experience in developing double computer systems with one computer operational and the other stand-by, showed that even for several systems with very different operational programs, the method for double computer monitoring and automatic switchover can be similar or the same for each. The method used in several applications is to have each computer aend in fixed time intervals appropriate status and control information to an independent unit. Several multicomputer ATC systems are discussed in detail to illustrate the effect of various data input and output availabilities and data storage reliability requirements. The experience with these systems has shown that the reliability improvements of each type meet the high requirements of ATC.

N75-15277 Forschungsinstitut fuer Funk und Mathematik, Werthoven (West Germany).

DISTRIBUTION OF THE TASKS IN A PHASED-ARRAY RADAR SYSTEM BETWEEN GENERAL-PURPOSE COMPUTERS AND SPECIAL PROCESSING UNITS

E. Hanie In AGARO Real Time Computer Based Systems Dec. 1974 7 p refs (For availability see N75-16257 07-62)

In a future radar system with an electronically steered entenna a lot of tasks must be handled aimultaneously with high speed, which do not run down with fixed parameters and independently from each others like in usual radar systems. The presentation shows, that in this multi-function processing system no units of the same kind can be implemented, since at particular points in the system data volumes of very different sizes and in verious time intervals occur. The steering of the different functions by data dependent parameters and the overall system control must

be handled by programmable general purpose computers, since during these control functions a lot of different data must be stored for a long time. Examples for that are given in the presentation, including implementation of graceful degradation.

Autho

N75-18278 Intermetrics, Inc., Cambridge, Mass.
FAULT-TOLERANCE FEATURES OF AN AEROSPACE
MULTIPROCESSOR

James S. Miller In AGARD Real Time Computer Based Systems Dec. 1974 p 9 refs (For availability see N75-16257 07-62)

Processor errors are detected by comparing results from duplaxed units executing concurrently. Local processor storage is also duplaxed, and sogregated from processing units. Parity offseking is used to identify the invalid copy when a comparison failure is signalled. Instruction execution is split into phases such that no phase overwrites its input. A hard-core redundant unit is used to command instruction-phase retry following a fault. If retry fells, another processor is interrupted to unload the faulty processor's local storage and prepare the disrupted process for immediate resumption at the point of failure. Recovery from faults in main memory capitalizes on the descriptor-based memory multiplexing scheme used for normal operation. A novel use of interleaving allows hardware-supported duplicated asfe storage of data segments in main memory, since these change too frequently to be duplicated on secondary storage.

N78-16279 Messerschmitt-Boeikow-Blohm G.m.b.H., Munich (West Germany).
IMPLEMENTATION OF THE MICRO PROCESSOR CON-

R. C. Downs In AGARD Real Time Computer Based Systems Dec. 1974 11 p. refs (For availability see N75-16257 07-62)

CEPT

Because of their small size, low power consumption, high reliability, and environmental ruggedness the micro processor is entering new application fields, where previously mini processors were unacceptable. These applications include the applications of military and serospace equipment, whose complex control functions are now equalled by the computing capabilities of the micro processor. The development and capabilities of the micro processor in terms of physical, hardware, and software characteristics in the implementation of the micro processor concept are

N75-16280 Centre National de la Recherche Scientifique, Toulouse (France). Lab. d'Automatique et d'Analyse des Systemes.

A FAMILY OF MODULAR PROCESSORS: THE ASMODEE PROJECT [UNE FAMILLE DE PROCESSEURS MODUL-AIRES: LE PROJET ASMODEE]

J. C. Laprie and A. Costes In AGARD Real Time Computer Based Systems Dec. 1974 11 p refs in FRENCH (For availability see N75-18257 07-62)

A communication covering the ASMODEE project, including numerical techniques, real time operation, and computer architectural concepts is presented. Objectives of the project include a study of: structure concepts of numerinal control better adopted to specific needs and security functions, and decentralized structures which provide for the development of a new system of distributed hierarchy control.

Transi. by E.H.W.

N75-18281° Jet Propulsion Lab., Calif. Inst. of Tech., Pasadena.
THE DEVELOPMENT AND DEMONSTRATION OF HYBRID
PROGRAMMABLE ATTITUDE CONTROL ELECTRONICS

L. S. Smith and E. H. Kopf, Jr. /n AGARD Rea! Time Computer Based Systems Dec. 1974 10 p refs (For svallability see N75-18257 07-82) (Contract NAS7-100)

HYPACE provides an adaptable, analog/digital design approach that permits preflight and in-flight accommodation of mission changes, component performance variations, spacecraft changes, etc., through programing. This enabled broad multimission flexibility of application in a cost-effective manner. The HYPACE design, which was demonstrated in breadboard form our a single-axis ges-bearing spacecraft simulation, uses a single nontrol channel to perform the attitude control functions sequentially, thus significantly reducing the number of component parts over hard-wired designs. The success of this effort resulted in the concept being selected for the Mariner/Jupiter/Saturn 1977 apacecraft upplication.

N75-16282. California Univ., Los Angeles. Dept. of Computer Science.

THE IMPACT OF RECENTLY DEVELOPED HYBRID COM-PUTING DEVICES ON REAL-TIME SIGNAL PROCESSING

Waiter J. Karplus /nAGARD Real Time Computer Based Systems Dec. 1974 10 p. refs (For availability see N75-16257 07-62) (Grant NSF GK-31463)

Recent advances in the analog and hybrid computing field are reviewed, as well as implications of newly developed devices upon the design of real-time signal processing systems. The preprocessing of continuous data, using analog modules, prior to digitizing as well as the utilization of a number of parallel analog /digital converters appears to hold particular promise.

Author

N75-16283 Texas Instruments, Inc., Dallas.
THE ADVANCED SCIENTIFIC COMPUTER: AN ADVANCED
COMPUTER ARCHITECTURE AND ITS REAL-TIME APPLICATION TO BALLISTIC MISSILE DEFENSE

John W. Blakemore In AGARD Real Time Computer Based Systems Dec. 1974 12 p (For availability see N75-18257 07-83)

The advanced scientific computer (ASC) is a computer system utilizing three processing units, one optimized for control, one optimized for high speed arithmetic/logical operations on ordered arrays (called vectors) of data, and the third used exclusively for data transfers. This high throughput potential is due principally to the design of the control processor which permits continuous control operations without interferring with vector processing operations and to the fact that the ballistic missile defense problem provides vectors of data (on targets) in a natural way. The ASC control processor (through special hardware) is provided positive control over all elements of the system (i.e. memory, data channels, and the arithmetic /logical processor). It is implemented as eight independently programmable processors, each provided access to the entire memory space. The memory space may be implemented in allow or fast memory or a mixture of the two. The memory is all solid state, interleaved and overlapped, providing data to the processing elements at a maximum nominal rate of one word every six nanoseconds. Memory management, control, and protection is facilitated by the control processor special Author

N75-16284 Marconi-Elliott Avionic Systems Ltd., Rochester Almort Works THE INFLUENCE OF AYIONIC SYSTEM REQUIREMENT ON AIRBORNE COMPUTER DESIGN

J. T. Shepherd In AGARD Real Time Computer Based Systems Dec. 1974 21 p (For availability see N75-16257 07-62)

Constraints imposed upon the airborne computer designer by system performance and aircraft operational economic environment are examined. System requirements include air data systems, autopilots and flight director systems, head up, weapon delivery systems, navigation systems, central management systems and engine control systems. Size and weight, environmental design, reliability and maintainability, integrity, and thermal and cooling requirements are considered as part of the operational constraints. The type of architectures that evolve from these requirements are discussed. Trade-off studies between instruction code/addressing structure and store utilization are also includ-

N75-16285 Litton Industries, Van Nuys, Calif. Data Systems

MACROS: AN INSTRUCTION CONCEPT CHANGE A. J. Ess and C. C. Church In AGARD Real Time Computer Based Systems Dec. 1974 7 p refs (For availability see N78-16257 07-62)

Macro (in hardware) instructions make a change that improves storage efficiency and program execution time. Briefly, the computer evolution is described and includes statistics of computer instructions which led to the development of the Macro concept. The Macro instruction of 1-byte length (8 bits) provides multiple functions. Examples are given to demonstrate the advantages of Macros, storage savings, and improved computer throughput.

N78-18286 Computing Devices of Canada, Ltd., Ottawa (Ontario). MICROPROGRAMMED COMPUTER COMBINED AVIONICS DISPLAY AND DATA PROCESSING

Dale R. Youngs In AGARD Real Time Computer Based Systems Dec. 1974 12 p (For availability see N75-16257 07-62)

A small-size, high-performance, airborne-computer (IDP-974 General-Purpose Computer) was developed for application in an integrated display and processor system (IDPS) for lower-cost aircraft. The prime objective of this development was to optimize coet-effectiveness of the computer and primary displays subsystem by means of time-sharing the displays servicing, ballistics, navigation, etc., in a single central general-purpose computer. That is, the time-sharing of ballistics and navigation in the same computer is now commonplace, however, the additional task of real-time multiple displays servicing together with more sophisticated ballistics (the Hot-Line Air-to-Air mode) and navigation (multi-sensor mixing) required a sizeable increase in central computer performance. The availability of complex integrated circuits has made possible such increased performance in addition to decreased size and cost. The computer described herein averages more than 400,000 operations per accord and occupies a 1/2 ATR volume. In addition to merely high-speed, performance was increased further by virtue of a more versatile architecture. such as a large quantity of operational registers and complex instructions, than is normally found in low-cost computers.

N75-16287 British Aircraft Corp. (Operating) Ltd., Bristol (England). Commercial Aircraft Div. TRAFFIC MODELLING OF MILITARY COMMUNICATION SYSTEMS ON DIGITAL COMPUTERS

D. V. Turner In AGARD Real Time Computer Based Systems Dec. 1974 10 p (For availability see N75-16257 07-62)

A model developed by the author to simulate the flow of traffic around a network is described, and a military communication model is discussed in detail. Both the physical representation of the system as a data structure and the processing functions of the almulator are discussed.

N78-16288 Sejenia S.p.A., Rome (Italy). DATA ACQUISITION AND DISTRIBUTION IN REAL-TIME ASSOSPACE SYSTEMS

S. Bosseo and R. Gemberale /n AGARD Real Time Computer Based Systems Dec. 1974 19 p refs (For availability see N78-16257 07-02)

The exchange of information is described between data sources, computing facilities and data users. Data routing and the control of digital, time-multiplexed data buses are discussed. A traffic model is presented to serve as a basis for developing a bus control algorithm.

N75-16289 Rome Air Development Center, Griffise AFB, N.Y. APPLICATION OF MULTI MINICOMPUTER CONFIGURA-TION TO INTERACTIVE GRAPHICS AND CARTOGRAPHY

William G. McLellan and B. K. Moritz (PRC Information Sci. Co.) In AGARD Real Time Computer Based Systems Dec. 1974 12 p (For availability see N75-16257 07-62)

This system is described to produce error free digital data cells containing topographic data in geographic coordinates that are completely identifiable. The large central minicomputer is equipped with printer, magnetic tape transports, and rotating memory. Current design allows for up to 10 work stations to be simultaneously operating with the single large minicomputer central processor.

N75-16290 Lear Siegler, Inc., Grand Rapids, Mich. Instrument RF SIGNAL PROCESSING VIA CONTROL OF SPECIAL

PURPOSE PRE-PROCESSORS

A. Dimitriou In AGARD Real Time Computer Based Systems Dec. 1974 12 p (For availability see N75-16257 07-62)

Radio frequency signal processing for radar, ECM, acoustic, Loren, Nev-Set and other applications involves rapid sampling of the received signal and quick processing of the sampled data. Two approaches are possible when a digital computer is used for signal processing. One is to dedicate the computer to signal processing functions and allow other computational tasks to be performed as time permits. The other approach is to have a pre-processor or pre-processors operating under control of a central processing element. The pre-processor, in this case, performs the time consuming tasks of data sampling and simple manipulations of the sampled data. The data is then transferred to the central processor where more sophisticated processing is performed. This paper describes the control which is necessary in order for a pre-processor to operate under control of a central data processing element. Examined specifically, is the operation of a Loran-C pre-processor.

N75-14291 Ministry of Defence, London (England).
DEVELOPMENT EXPERIENCES OF REAL TIME COMPUTER BASED SYSTEMS IN STRIKE AIRCRAFT C. J. U. Roberts In AGARD Real Time Computer Based Systems

Dec. 1974 5 p (For availability see N75-16257 07-62) This paper will describe the nav/attack system that is fitted

to the UK version of the Jaguar aircraft with particular reference to its computing sub-system. The paper will also discuss the effect that the flexibility of digital computing has had on the flight trials program together with some of the salutary experience that has been gained on the inter-relationships of hardware and software and the need for a disciplined validation process for the flight program software.

N76-16292 International Business Machines Corp., Owego, N.Y. LAMPS: A CASE HISTORY OF PROBLEMS/DESIGN OBJECTIVES FOR AN AIRBORNE DATA HANDLING SUBSYSTEM

Rex Reed and Howard J. Cattle, Jr. (NADC, Warminster, Pa. In AGARD Real Time Computer Based Systems Dec. 1974 11 p (For availability see N75-16257 07-62)

This paper is presented to clarify and broaden the understanding of the problems relating to computer-based realtime systems. A purrent U.S. Nevy evionics data handling subsystem aboard a destroyer-based helicopter, will be reviewed as it progressed from the concept evaluation and flight test phases of an engineering test bed to the present engineering prototype. An analysis of the test bed's positive and negative data handling features are discussed with respect to their influence on the follow-on design. The prevailing philosophies and constraints surrounding such a development impacts the design alternatives while a balancing of hardware/software parameters assists in optimizing system performance. Finally, the Importance, even in the early design efforts of hardware/software cooperation is emphasized if an optimum design is to be achieved within the surrounding realities. Such early cooperation, as seen in the example, is felt to have optimized hardware design as well as eliminated much of the software required to reatify the lack of desirable, or even assential hardware features typical of independent design efforts. Author

N75-16293 IBM Italia, Rome.
DIGITAL REAL TIME SIMULATION OF FLIGHT Nunzio LaFerlita In AGARD Real Time Computer Based Systems Dec. 1974 17 p refs (For availability see N75-16257 07-62)

The simulation of flight is discussed, producing real-time

phenomenon. The problems arising from general purpose digital computers to simulate resistine flight are investigated. M.C.F.

N75-18284 Eurocontrol Agency, Meastricht (Netherlands).
THE MAARTRICHT DAYA PROCESSING AND DISPLAY
SYSTEM: A STEP IN AUTOMATION OF AIR TRAFFIC
CONTROL (THE SOFTWARE STRUCTURE OF THE SYSTEM)

TEM)

R. Ehrmanntraut In AGARD Real Time Computer Based Systems Dec. 1974 14 p (For availability see N75-16257 07-62)

The system performs multi radar tracking on data from up to 6 radar stations. Extensive checks of data entering the system, especially for flight plans, are carried out. The system performs correlation of plans and tracks. Information in the data bank is automatically updated by radar. Technical particularities concerning the degree of modularity are discussed, and data bank structure and some supersignal security are discussed, and data bank structure. and some supervisory aspects are highlighted. It is shown that in the event of a hardware or software failure, a system reconfiguration will take place. In case the main computer falls, restart takes place from safe data on disk memory. Author

70 PHYSICS (GENERAL)

For geophysics see 46 Geophysics. For astrophysics see 90 Astrophysics. For solar physics see 92 Solar Physics.

N75-22045# Advisory Group for Aerospace Research and Development, Paris (France). ELECTROMAGNETIC WAVE PROPAGATION INVOLVING

IRREGULAR SURFACES AND INHOMOGENEOUS MEDIA N. Ince, ed. (Shape Air Defense Tech. Center) Feb 1975 501 p refs in FRENCH and ENGLISH Presented at the Electromagnetic Wave Propagation Panel Symp., The Hague. 25-29 Mar. 1974 (AGARD-CP-144) Avail: NTIS HC \$12.25

The proceedings of a conference on electromagnetic wave propagation are presented. The conference was concerned with: (1) propagation of surface waves over irregular and/or inhomogeneous terrain. (2) scattering from rough surfaces and volumes, and (3) guided wave propagation in the presence of irregularities. The characteristics of communication systems which require a knowledge of electromagnetic wave propagation are discussed. Mathematical theories of radio wave propagation are included. For individual titles, see N75-22046 through N75-

N75-22048 Shape Air Defense Technical Center, The Hague TECHNICAL REVIEW OF EM WAVE PROPAGATION INVOLVING INREGULAR SURFACES AND IN-

HOMOGENEOUS MEDIA

A. N. Ince /n AGARD Electromagnetic Wave Propagation Involving Irregular Surfaces and Inhomogeneous Media Feb. 1975 11 p refs (For availability see N75-22045 13-70)

A review of lectures on electromagnetic wave propagation is presented. The subjects of the papers are as follows: (1) development of models for electromagnetic propagation over rough surfaces, (2) electromagnetic propagation in layered guiding structures with irregular boundaries involving mode coupling and conversion, (3) remote sensing using an airhorne radar scatteromater and a noncoherent pulse radar on a stationary pistform, and (4) ground wave propagation over irregular and nonhomogeneous earth including land-sea boundaries, varying soil types, and mountain ridges.

N75-22047 Technische Hogeschool, Eindhoven (Netherlands). MATHEMATICAL THEORIES OF RADIO-WAVE PROPAGA-TION: AN HISTORICAL SURVEY
H. Bremmer In AGARD Electromagnetic Wave Propagation

Involving Irregular Surfaces and Inhomogeneous Media Feb. 14 p refs (For availability see N75-22045 13-70)

Mathematical models are developed to describe the characteristics of radio wave propagation. The purpose of the analysis is to determine the field strength due to a point source (the transmitter) placed in an homogeneous medium (the lower atmosphere), the field being observed on or slightly above an homogeneous sphere (the earth) and the electrical parameters of the two homogeneous media being known. The approaches considered are: (1) the Watson transformation, (2) the impedance boundary condition, (3) the effect of the horizontal etmospheric stratification, and (4) the statistical elements in wave propagation

N75-22048 Colorado Univ., Soulder. Dept. of Electrical MODELING OF ROUGH SURFACES

P. Beckmann In AGARD Electromagnetic Wave Propagation involving Irregular Surfaces and inhomogeneous Media Feb. 1975 10 p refs (For availability see N75-22045 13-70)

The theory of scattering electromagnetic waves by rough surfaces is analyzed in terms of the prediction problem and the probing problem. The models of central importance are identified ar those generated by random processes. The models can be reduced to two broad groups: (1) models using exact boundary conditions and an approximate evaluation (the Rayleigh method) and (2) models using approximate boundary conditions and accurate evaluation (the Kirchoff method). Both methods are capable of vectorization for treating the polarization of the scattered field in addition to its amplitude and phase.

N75-22049 Imperial Coll. of Science and Technology, London (England)

NEW JUSTIFICATION FOR PHYSICAL OPTICS AND THE APERTURE FIELD METHOD

R. H. T. Bates In AGARD Electromagnetic Wave Propagation Involving Irregular Surfaces and Inhomogeneous Media 1975 7 p. refs (For availability see N75-22045 13-70)

The extended boundary condition (optical extinction theorem) is used to examine the physical optics (Kirchoff) approximation to exact diffraction theory for scatterers of arbitrary shape having surfaces that can be usefully characterized by surface impedences. For inhomogeneous media with rough surfaces, without any asymptotic constraint on the shapes of the surfaces, the physical optics forms for the surface currents lead to estisfaction of the extended boundary condition deep inside the media, under fairly wide sets of conditions. The form of the incident field affects the goodness of the physical optics approximation. Flat surfaces have a special significance for physical optics. How to make use of ray-optical techniques to compute the equivalent surface currents on fictitious flat surfaces in front of the actual surfaces is discussed.

N76-22060 Harry Diamond Labs., Washington, D.C. a third-order specular-point théory for radar BACKSCATTER

James E. Seitzer In AGARD Electromagnetic Wave Propagation Involving Irregular Surfaces and Inhomogeneous Media 1975 16 p refs (For availability see N75-22045 13-70)

Two principal modifications to the existing theory for electromagnetic backscattering from randomly rough surfaces with Gaussian height distributions are employed to extend the theory and make it more consistent with the physical optics solutions for reflections from curved surfaces. First, the geometrical optics solution for reflection from a point of stationary phase has been modified to include the contribution from the third-derivative terms in the power series expansion of the argument of the exponential in the Helmholtz integral thereby precluding the prediction of infinite backscattered fields from specular points that are also points of zero Gaussian ourveture. Second, the apptial densities of specular points have been determined as a function of the height coordinate with respect to the mean surface. in consonance with the latter development, height-dependent shadowing probabilities and means and mean-square values for the scattering amplitudes have been derived.

N75-22051 Texas A&M Univ., College Station ON VOLUME-DEPENDENT DEPOLARIZATION OF EM BACKSCATTER FROM ROUGH SURFACES

John W. Rouse, Jr. In AGARD Electromagnetic Wave Propagation Involving Irregular Surfaces and Inhomogeneous Media Feb. 1976 5 p. refs (For availability see N78-22046 13-70) Recent investigations of the depolarization of backscatter of

coherent optical energy incident upon rough surfaces indicate that subsurface volume scatter is a primary depolarization mechanism. Measurements of inhomogeneous dielectric targets indicate that a depolarization ratio of unity is possible, i.e. total depolarization, and that the depolarized component is controlled almost exclusively by the degree of volume acetter within the sample. An extension of the physical optics approach has been formulated to incorporate contributions due to scattering within the subsurface volume. The study indicates that depolarization due to volume scatter is highly dependent upon the properties of the meterial; that volume scatter could govern the depolarization near vertical incidence; and that multiple surface scatter is most influential at incidence angles greater than 30 deg. The basic experimental work has been performed at optical wavelengths in the laboratory, however, sirborne microwave radar and radiometer measurements of sea ice have also been shown to exhibit a strong dependence on a volume scatter mechanism, This phenomens is apparently responsible for the excellent sea ice type differentiation observed in recent sensing studies

N75-22052 Naval Underwater Systems Center, New London,

SCATTERING FROM A SINUSOIDAL OCEAN SURFACE EXCITED BY A LONG, HORIZONTAL, ELECTRIC LINE

Dennis E. Fessenden In AGARD Electromagnetic Wave Propagation Involving Irregular Surfaces and Inhomogeneous Media Feb. 1978 11 p refs (For availability see N75-22045 13-70)

The space wave electric field produced by a horizontal electric line source located above a traveling ocean surface is discussed. The ocean surface is approximated by a perfectly conducting, sinusoidal surface. Situations arise where the sinusoidal model is a good approximation of an actual ocean surface. For this case, the amplitude of the sinusoidal surface is small compared with a freespace wavelength; therefore, a Fourier integral-perturbation series approach can be used to solve the boundary value problem. The line source is oriented parallel to the crests and troughs of the sinusoidal ocean waves; thus, the problem is reduced to two dimensions and only one electric field component. The resulting space wave field is composed of the incident and specularly reflected field from a perfectly conducting.

flat surface plus a scattered term for the sinusoidal roughness. The magnitude of the scattered term is directly proportional to the sinusoidal surface amplitude in wavelengths, and Bragg scattering occurs for specific wavenumber relationships. Graphs are presented of the field variation as a function of the sinusoidal wave motion. Although the scatter theory was applied to a sinusoidal surface, it can be shown that the theory can be applied to any surface that is Fourier transformable.

Author

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N75-22053 Technische Hogeschool, Eindhoven (Netherlands). PROPAGATION THROUGH INHOMOGENEOUS AND STOCHASTIC MEDIA

H. Bremmer In AGARD Electromagnatic Wave Propagation Involving Irragular Surfaces and Inhomogeneous Media Feb. 1975 10 p. refs (For availability see N75-22045 13-70)

The propagation phenomena connected with the stochastic Inhomogeneity of the atmosphere are discussed. The theory relates statistical properties of the inhomogeneity with those expected for the field intensity fluctuations. Two quantities prove to be of dominating (importance; (1) the distance (D sub B) along which one single scattering is only to be expected and (2) the scale of turbulence, which is a measure of the inhomogeneity of the medium. The numerical values of these parameters fix the physical characteristics of the propagation in question. They can be represented by a point in a plot giving the penetration depth of the wave in the medium vursus the quantity D sub S. The various domains in this plot involve different propagation properties. Results are given which concern the variance and the distribution of the possible values of the irradiance for a wave that has covered a specified distance through the Author

N75-22054 Nabraska Univ., Lincoln. Dept. of Electrical Engineering.
PROPAGATION IN DUCTS AND WAVEGUIDES POSSESSING IRREGULAR FEATURES. FULL WAVE SOLUTIONS E. Bahar In AGARD Electromagnetic Wave Propagation Involving Irregular Surface and Inhomogeneous Media Feb. 1975 12 p refs (For availability see N75-22045 13-70)

The impetus to produce rigorous solutions to more realistic models of pertinent propagation problems over a wide frequency range has generated the need to derive full wave solutions to problems of india wave propagation in nonuniform multilayered structures. The considerable growth in civil and military interest in the development of more reliable communication and detection systems, the potential for developing radio wave methods for remote sensing and the need to develop hardened communication systems have contributed much to this renewed interest. These developments have been paralleled by remarkable advances that have been made in the availability of high powered, very low frequency electromagnetic sources that are capable of radiating deeper into the earth's grust as well as the availability of transmitters operating at optical frequencies. The ready access to large, versatile digital computers has made it possible to employ the full wave approach to obtain numerical solutions to a wide class of important problems which have hitherto been either ignored or over-idealized in order to reduce them to tractable

N75-22055 Polytechnic inst. of New York, Farmingdals.
ASYMPTOTIC TECHNIQUES FOR PROPAGATION AND
SCATTERING IN INHOMOGENEOUS WAVEGUIDES AND
DUCTS

L. B. Felsen In AGARO Rectromagnetic Wave Propagation Involving Irregular Surfaces and Inhomogeneous Media Feb. 1975 5 p. refs (For svallability see N75-22045 13-70)

A ray-optical procedure of fairly recent origin provides new

physical insight and quantitative accuracy for model excitation and coupling due to localized sources or scatterers. The theory and several applications are reviewed. Concerning the ray-model conversion process, attention is given to the lateral ray shift associated with total reflection; this phenomenon has been a subject of interest in the recent literature on optics and integrated optics. The ray method is then extended to the tracking of inhomogeneous waves, thereby generalizing its applicability to evenescent fields, leaky waves and Gaussian beams. This more general theory is illustrated by Gussian beam propagation in a medium with transversely stratified refractive index, and by sostering of a Gaussian beam at a durved boundary. Some observations are made concerning the locality of propagation and scattering processes for homogeneous and inhomogeneous waves.

Author

N75-22086 Laboratoire d'Optique Electromagnetique, Marseille (France).

DIFFRRENTIAL FORMULAS FOR DIFFRACTION PRO-BLEMS IN THE RESONANCE DOMAIN FORMALISME DIFFERENTIEL POUR LES PROBLEMES DE DIFFRACTION DANS LE DOMAINE DE RESONANCE)

R. Petit In AGARD Electromagnetic Wave Propagation involving Irregular Surfaces and Inhomogeneous Media Feb. 1975 11 p. refs. In FRENCH (For availability see N75-22045 13-70)

Differential procedures used to study diffraction grating problems of periodic surfaces are examined. In particular, partial differential equations, truncated Fourier series, Rayleigh hypothesis, and Halmholtz equations are discussed. Data gover application of conformal mapping to electromagnetic wave scattering by gratings, anomalies of diffraction gratings, scattering by uteleatric cylinders with arbitrary cross section shape, and optical grating couplers.

Transi, by E.H.W.

N75-22057 GEC-Marconi Electronics i.td., Chalmaford (England).

aCATTERING OUT OF THE EVAPORATION DUCT

S. Rotheram /n AGARD Electromagnetic Wave Propagation
Involving Irragular Surfaces and Inhomogeneous Media Feb.

1976 12 p refs (For availability see N78-22048 13-70)
The theory of beyond the horizon radiowave propagation in
the evaporation duct with a emooth sea surface and a smooth
refractive index variation is discussed, it has been shown that
the theoretical predictions nearly always exceed the experimental
values. It is postulated that this is a consequence of scattering
out of the duct by the rough sea surface and atmospheric
turbulence. A method is given for taking into account the rough
sea surface in which the smooth sea reflection coefficient is
replaced by a rough sea reflection coefficient of well-known form.
This is then converted into a surface impedance boundary condition
to be satisfied by the height-gain functions. Some numerical
results are presented and a preliminary comparison made with
experimental results.

N75-22058 Southempton Univ. (England). Dept. of Electronics.

PROPAGATION IN CURVED MULTIMODE CLADDED FISHES

W. A. Gambling, D. N. Payrie, and H. Matsumura /n AGARD Electromagnetic Wave Propagation Involving Irregular Surfaces and Inhomogeneous Media Feb. 1975 16 p (For availability see N75-22045 13-70)

An analysis is given of doupling between modes in curved, cylindrical, multimode optical fibers. The coupling coefficients are developed. The coupling characteristics of the various modes are developed. The degree of mode conversion is stated as largely restricted to a periodic exchange of energy, between the modes, along the length of the fiber with a periodicity which can be less than one millimeter. This form of quasi-single-mode operation is retreated in very low values of pulse dispersion, but is very sensitive to threas in the liber. The algnificance of these results in terms of mode conversion is discussed.

Author

N75-22059 Kaness Univ., Lawrence.
REMOTE SENSING OF SURFACE PROPERTIES
Albert Wayne Bloss of ACARD Blosser and ACARD Blo

Albert Wayne Biggs /n AGARD Electromagnetic Weve Propagation Involving Irregular Surfaces and Inhomogeneous Media Feb. 1975 12 p refs (For evallability see N78-22045 13-70)

A review of some experimental techniques used in remote sensing of the earth's surface is presented. The experimental techniques utilize remote sensing systems in sirborns and

stationary platforms. The remote sensing systems are on airborne radar scatterometer and a noncoherent pulse radar on a television tower at an altitude of 75 meters above the earth's surface. The results are presented in the form of the radar backscatter coefficient as a function of elevation angle. The forms of terrain are ocean surfaces, poles see lice and vegetation.

N75-22060 McDonnell Aircraft Co., St. Louis, Mo. POLARIZATION DISCRIMINATION IN REMOTE SENSING

J. C. Leader In AGARD Sectromagnetic Wave Propagation Involving Irragular Surfaces and Inhomogeneous Media Feb. 1975 12 p. refs (For availability see N75-22045 13-70)

Experimental measurements of the scattering cross section of various materials in both the microwave and optical spectrum have shown a complex behavior as a function of the experimental variables of polarization, frequency, and scattering geometry. Although it has long been recognized that the material variables of surface roughness and dielectric constant must in some fashion govern the material's scattering properties, a complete description of observed scattering behavior in terms of only these variables has not, to date, proved possible. There are numerous examples of multi-polarization radar imagery which have defied an adequate interpretation in terms of material surface scattering properties alone, particularly with regard to anomalies in the co-polarized and cross-polarized returns. Although polarization sensitive remote sensing using active sources in the optical spectrum is in its infancy, a similar state of confusion regarding interpretation may be expected unless a better understanding is available regarding fundamental scattering characteristics. Theoretical and experimental works which provide a basis for explaining many observed acattering characteristics are reported. This explanation is inade possible by including the effects of volume scattering as a re-radiation source. The experimental data provided result from optical measurements; however, corresponding agreement between theory and experiment has also been shown in the microwave spectrum.

N75-22061 Neval Research Lab., Weshington, D.C THE SECOND ORDER DOPPLER SPECTRUM OF RADAR SEA ECHO FOR FREQUENCIES ABOVE VHF

G. R. Valenzuela In AGARD Electromagnetic Wave Propagation Involving Irregular Surfaces and Inhomogeneous Media Feb. 1975—11 p. refs (For availability see N75-22045—13-70)

The effect of surface tension in the second order Doppler spectrum of radar see echo is investigated. The analysis includes the angle of incidence dependence, the polarization dependence, and the lossy-dielectric properties of the see. Surface tension is introduced in the hydrodynamic part of the transfer coefficient. The introduction of surface tension in the analysis allows for resonant interactions of the gravity-capillary wave components on the water surface. Numerical results are presented from the generalized theory for vertical and horizontal polarization as a function of radar wavelength, wind speed, and radar viewing angle in relation to the wind direction.

Author

N75-22062 Kansas Univ., Lawrence. VOLUME SCATTERING FROM ICE AND WATER IN INHOMOGENEOUS TERRAIN

Albert W. Biggs. In AGARD. Electromagnetic Wave Propagation Involving Irregular Surfaces and Inhomogeneous Media. Feb. 1975. 13 p. refs (For availability see N75-22045. 13-70).

Volume scattering of electromagnetic waves from Arctic sea ice and terrain with varying amounts of water is considered. Physical properties of sea ice and disjectric properties of snow are described in terms of mixtures of ice and water and the Debye relaxation spectra of water at microwave frequencies. Scatturing models include brine pockets in sea ice, ice spheroids in glacial snow, and varying amounts of water in snow and ice. Radar backscatter measurements of sea ice and SLAR images are interpreted with these models. Three models of volume scattering are described. The first model is developed from Lambert's Law, which indicates that light scattered from a radiating surface varies in intensity as the cosine of the propagation direction and the surface normal. The second is made by replacing the terrain by a single layer of spheres, which scatter equally in all cirections. The third model considers many layers of spheres. The apheres of ice are treated as Enton lenses, which yield a much higher scattering cross section than that of a perfectly conducting metal sphere of the same size.

N75-22063 Western Ontario Univ., London. Centre for Radio Science.

THE PROPAGATION OF RADIO WAVES THROUGH PERIODICALLY VARYING MEDIA

G. F. Lyon and A R. Webster In AGARD Electromagnetic Wave Propagation Involving Irregular Surfaces and Inhomogeneous Media Feb. 1975 d p refs (For availability see N75-22045 13-70)

The propagation of radio waves through periodically varying media is discussed by treating ionospheric irregularities as perturbations in a smooth ionosphere with a normal electron density versus height profile. It is possible in this way to model any shape or size of irregularity and to predict from the model any change in the number of electrons along any ray path and any angular deviations due to the perturbation. The method is illustrated by modelling periodic irregularities associated with Travelling ionospheric Disturbances and the findings are compared with some experimental observations.

Author

N75-22084 Illinois Univ., Urbana. Electromagnetics Lab. REMOTE PROBING TECHNIQUES FOR INHOMOGENEOUS MEDIA.

R. Mittra and D. H. Schaubert In AGARD Electromagnetic Wave Propagation Involving Irragular Surfaces and Inhomogeneous Media Feb. 1975 11 p refs (For svallability see N75-22045 13-70) (Grant DA-ARO(D)-31-124-71-G77)

A technique is presented for remote probing a stratified medium using a spectral domain approach which differs from the conventional time-domain technique. The magnitude and phase of the field at the surfaces of the inhomogeneous medium when the probing wave is from the free space region of x less than zero is determined. The value of the measured surface makes it possible to compute the spectral domain counterparts which must be processed to determine the value of x. The computer storage and processing time for this procedure are within the capability of minicomputers. Several numerical results for profile functions are included to illustrate the utility of the method.

Author

N76-22065 Rome Univ. (Italy). Ist. di Elettronica. STRUCTURE OF TROPGSPHERIC INHOMOGENEITIES AS DEDUCED FROM INTERFEROMETRIC MEASUREMENTS

Giovanni Dauris and Domenico Solimini In AGAAD Electromagnetic Wave Propagation Involving Irregular Surfaces and Inhomogeneous Media Feb. 1975—13 p refs (For availability see N75-22045—13-70)

A method for identifying the geometry of atmospheric irregularities is illustrated and its use in an experiment is described. The method consists in determining the spatial statistics of the field in a transverse plane at the receiving and of a line-of-sight propagation path. The spatial statistics are derived by measuring the degree of coherence for points aligned in vertical and horizontal directions. By the anisotropy of the coherence, the geometrical structure of irregularities of the part of atmosphere which has been passed through is inferred. By taking a mentage of the observation of other quantities that the interferor wirld technique can provide, the diverse mechanisms of propagation are recognized, thus confirming the existence of a given structure of irregularities. The experiment has been conducted at X-band over a 37.5 Km path, and data which have been obtained from it furnish, among other things, information on the probability of occurrence of mateorological conditions related to the observed structures of irregularities.

N75-22066 Manitoba Univ., Winnipeg. Dept. of Electrical Engineering. RADIOMETRIC SIGNATURES OF COMPLEX BODIES

M. A. K. Hamid In AGARD Electromagnetic Wave Propagation Involving Irregular Surfaces and Inhormogeneous Media Feb. 1976 27 prefs (For availability see N76-22045 13-70)

The basic theory for microwave radiometric signatures of finite stationary or moving, matallic or non-metallic, bodies of simple shape which are either larger in extent than the beam coverage of the radiometer entenna or lie entirely within the beam is outlined. The theory is developed to illustrate modeling concepts by deriving a correction factor due to the finite dimensions or structural inhomogeneities of the body and is extended to few composite bodies which can be viewed as combinations of simple ones. Experimental results for the emission pattern of selected objects are also presented to show the

interaction between the physical parameters of the target and the electrical parameters of the radiometer.

N78-22067 Coloredo Univ., Boulder. Cooperative Inst. for Research in Environmental Sciences. REVIEW OF GROUND WAVE PROPAGATION OVER NON-UNIFORM SURFACE

James R. Wait In AGARD Electromagnetic Wave Propagation Involving Irregular Surfaces and Inhomogeneous Media Feb. 1975 20 p. refs (For availability see N75-22045 13-70)

A consolidated review of recent analytical studies of electromagnetic waves propagating over inhomogeneous surfaces is presented. Emphasis is on smooth boundaries that can be characterized by a local surface impedance. A general integral equation formulation is developed for this situation. A number of special cases are then considered and various methods of solution are described. Various concrete, practical examples are presented, particularly with regard to effects that occur at coastlines. Extensions to certain types of terrain features are also treated using the closely related mode matching method. Some controversial aspects of very recent work on the subject are described.

N75-22088 Army Cold Regions Research and Engineering Lab., Hanover, N.H.

SURFACE IMPEDANCE OF RADIO GROUNDWAVES OVER STRATIFIED EARTH

P. Hoekstra, A. Delaney, and P. Sellmann. In AGARD Electromagnetic Wave Propagation Involving Irregular Surfaces and Inhomogeneous Media: Feb. 1975. 8 p. refs (For availability see N75-22045.13-70).

Ground and airborne techniques to obtain subsurface information, for geotechnical objectives, by measuring the surface impedance of radiowaves have been developed. The frequency range covered in these measurements is from 14.7 Khz (VLF) to 660 Khz (BCB). Messurements in the North America Ardiic have shown that it is common to encounter changes in the effective resistivity with frequency from several thousand chm-m at VLF to a few tenths of ohm-m at BCB. These changes are caused by a conductive organic layer over highly resistive frozen ground. Also large regional and local changes in surface impedance were observed. In the permefrost regions changes from 6000 ohm-m to 50 ohm-m at VLF were found to occur frequently over distances of about 100 m. Surveys at VLF on the ground resolve discontinuities in ground conditions over distances of a few meters. Author

N75-22069 Technical Univ. of Danmark, Lyngby. Lab. of Electromagnatic Theory.
PROPAGATION OVER PASSIVE AND ACTIVE NONUNIFORM SURFACE IMPEDANCE PLANES

R. J. King and S. H. Cho (Wiscons a Univ.) In AGARD Electromagnetic Wave Propagation Involving Inregular Surfaces and inhomogeneous Media Feb. 1975–16 p. refs (For availability see N75-22045-13-70) (Grant NSF GK-21218)

Electromagnetic wave propagation over and radiation from nonuniform surface impedance planes are studied by numerical methods using the integral formulation of the compensation theorem. The source is a horizontal magnetic line current and the surface impedance is assumed to only very in the direction of propagation and have a magnitude less than the intrinsic impedance of free space. Otherwise it is unrestricted. It is shown how the Sommerfeld attenuation function for propagation over a uniform surface can be used to piecewise explain and predict the general behavior of a wave propagating over a nonuniform surface. It is used to determine impedances which support fast or slow, and growing or decaying traveling waves. This gives general guidelines for manipulating the complex surface impedance to achieve specified radiation characteristics, or alternatively, field distributions on the surface. The integral formulation is then used to study microwave surface wave antennas. By varying the profile of the surface resotance magnitude and the antenna length, the radiation characteristics such as directivity, beam width and side labe level can be optimized. Author

N75-22070 Institute for Telecommunication Sciences, Boulder, Colo.
ANALYSIS OF GROUND WAVE PROPAGATION OVER

IKREGULAR, INHOMOGENEOUS TERRAIN

R. H. Ott. /n AGARD. Electromagnetic Wave Propagation Involving Irragular. Surfaces and Inhomogeneous Media. Feb. 1875. 6 p. refs. (For availability see. N75-22045 ; 3-70).

A numerically feasible way to calculate the field strength of a radio wave propagating over realistic, smoothly verying, inhomogeneous terrain has been developed. The terrain risk be represented by a completely arbitrary profile in terms of the elevation versus distance, and the conductivity and dielectric constant may change continuously along the path. One of the features of the surface wave that has been predicted by the numerical solution is a strong focusing phenomenon on lit portions of concave hills. This focusing phenomenon can also be explained in terms of Fock currents for concave surfaces. An example is given where the Fock currents on an equivalent parabola are used to predict the focusing on the lit side of a Gaussian hill. The numerical solution is then applied to a practical engineering problem; showing the effect of terrain features on the efficiency of HF antennas for launching and receiving surface waves over the sea. It is shown that, in general, placing the antenna at the top of the hill may be less efficient than placing it at the coastline, but placing it halfway up the hill may be more efficient than at either the hillton or the coastline.

N75-22071 Shape Air Defense Touhnical Center, The Hague (Natherlands). Communications Div. GROUND-LOSS PROFILE ALONG A MULTI-SECTION PATH OF A SKY WAVE

J. C. Arnbak. In AGARD. Electromagnetic Wave Progragation Involving Irregular Surfaces and Inhomogeneous Media Feb. 1975. 10 p. refs (For availability see N75-22045.13-70).

For medium- and high-frequency waves radiated by ground-based antennas at low grazing angles, the far field is highly dependent on properties of the ground along the path of propagation. Notably, the conductivity and ground irregularity inside the first Freenel zone, which typically extends to about one hundred wavelengths in the direction of propagation, affect the strength of the field transmitted to (or received from) distant points. An engineering method to evaluate the associated path loss of a vertically polarized sky wave in the presence of a plane, sectionally homogeneous ground is discussed. The influence of randomly rough surfaces is considered. The section model allows a profitable combination of stendard ground data with a fast, numerical extension of simple mixed-path theory. Author

N75-22072 Institut fuer Physikelische Weitraumforshung, Freiburg (West Germany).
ANTENNA IMPEDANCE OF A GROUND-BASED EMITTER IN THE VERY LOW FREQUENCY DOMAIN

R. Grabowski In AGARD Electromagnetic Wave Propagation Involving Irregular Surfaces and Inhomogeneous Media Feb. 1975 17 p. refs (For availability see N75-22045 13-70)

The artificial emission of signals with frequencies below 10 kHz and the application of the signals to geophysical research are discussed. The design of an antenna for the emission below 10 kHz with sufficient radiation power is investigated. The antenna impedance with respect to the interaction with the ground is analyzed. Mathematical models are developed to describe the characteristics of an optimum entenna for the low frequency encission characteristics.

Author

N75-22073 Admiralty Surface Weapons Establishment, Portsmouth (England).
ANYENNA AND CONDUCTING SCREEN ON A LOSSY GROUND

J. F. Goodsy /n AGARD Electromagnetic Wave Propagation Involving Irregular Surfaces and Inhomogeneous Media Feb. 1975 17 p refs (For availability see N75-22045 13-70)

1975 17 p refs (For availability see N75-22048 13-70). The problem of a vertical monopole situated over a small, circular, highly conducting screen lying on a poorly conducting ground has been considered. The electromagnetic field of the system is obtained via a Green's function expansion in oblate spheroidal wave functions. By integrating the outward power flow over the surface of the antenna and the apherical surface at infinity the radiation and loss resistances of the antenna are obtained. Antenna resistances were obtained experimentally in the H.F. band. Radiation patterns were measured at 3 GHz (using a carbon loaded dielectric material to simulate the behavior of soil at 30 MHz) and their areas used to calculate antenna radiation resistances. The results obtained are applied to the case of an electrically small untuned receiving monopole feeding directly

into a transistor amplifier to examine the signal to noise ratio of such a system. It is concluded that although the use of an imperfect ground system can result in a marked reduction in radiation resistance for small screen sizes the effect of the corresponding loss resistance upon the signal to noise ratio is not expected to be significant in the H.F. band.

Author

N75-22074 Institute for Telecommunication Sciences, Boulder, Colo.

PROPAGATION OF A LORAN PULSE OVER IRREGULAR, INHOMOGENEOUS GROUND

J. Raiph Johler and Samuel Horowitz (AFCRL, Bedford, Mans.) In AGARD Electromagnetic Wave Propagation involving Irregular Surfaces and Inhomogeneous Media Feb. 1975—13 p. refs (For availability see N75-22045—13-70)

A numerical solution of an integral equation representation of the ground wave over irregular, inhomogeneous earth has been employed to calculate amplitude and phase of the propagated continuous wave as a function of frequency. A computer simulation again using numerical methods, transforms this result to the time domain yielding the impulse response. Then the impulse response is convolved with the Loran-C pulse function, that has been transformed from the time domain to the frequency domain. The propagation of both pulse envelope and the cycles under the envelope in the presence of irregular, inhomogeneous ground is demonstrated. Although the Loran-C pulse propagation has been studied in detail, the method is applicable to the propagation of most any shape pulse over irregular, inhomogeneous ground. In the particular case of the Loren-C pulse, the discrepancy or time difference between the pulse envelope and cycle is a unique function of the particular type of terrain over which the wave propagates, and it is, at the present state of the art, necessary to introduce such terrain into the propagation theory to give a unique prediction of the pulse propagation time.

Author

N75-22075 Army Electronics Command, Fort Monmouth, N.J. Communications/Automatic Data Processing Leb. THE BEHAVIOUR OF LORAN-C GROUND WAVES IN MOUNTAINOUS TERRAIN

Douglas C, Pearce and John W. Walker In AGARD Electromagnetic Wave Propagation Involving Irregular Surfaces and Inhomogeneous Media Feb. 1975 9 p refs (For availability see N75-22045 13-70)

The behavior of both the horizontal H-component and the vertical E-component of a Loran-C ground wave has been measured in the violnity of an isolated terrain enomaly. Nittany Mountain, near State College, Pennsylvanis. Time difference measurements were made with Army manpack receivers at 42 sites of good geodetic control in the area. The magnetic component of the ground wave was sensed with a ferrite array antenna while the vertical component was sensed with a whip antenna. Significant local warpages of the loran grid, apparently associated with the presence of the mountain, were observed with each antenna configuration. However, the warpage patterns were not identical for each field component, implying a somewhat different perturbation of each polarization component by the terrain anomaly. These results suggest that a field calibration of a loran grid in a region of a terrain anomaly will depend somewhat on the antenna type used.

N75-22076 Institute for Telecommunication Sciences, Boulder,

SPATIAL AND TEMPORAL ELECTRICAL PROPERTIES DERIVED FROM LF PULSE GROUND WAVE PROPAGATION MEASUREMENTS

Robert H. Doherty /n AGARD Electromagnetic Wave Propagation Involving Irregular Surfaces and Inhomogeneous Media Feb. 1975 17 p. refs (For availability see N75-22045 13-70)

Low frequency ground wave phase measurements made on two loran (100 kHz pulse trensmissions) paths have been analyzed for spatial variations. One Loran-D path in Nevada and California passes over Death Valley producing a so called Death Valley Anomaly. The other 1000 km Loran-C baseline path between Carolina Beach, N. C. and Dana, Indiana was measured in detail during the spring of 1970. Four locations in addition to the transmitter locations were monitored, one near Carolina Beach (the master), one just east of the Appalachian Mountains, one just west of the Appalachian Mountains and one near Dana, Indiana (the Z slave station). Effective surface impedance values were deduced for each segment of the propagation path. In

addition to these spatial evaluations of the phase, temporal variations of the phase over the eastern path were approximately one microsecond, even though synchronization accuracies were better than .1 microseconds. Changes in the surface impedance values as a function time are clearly indicated.

Author

N78-22077 Imperial Coll. of Science and Technology, London (England).

SERVICE AREA PREDICTION IN THE VHF AND UHF

H. Page In AGARD Electromagnetic Wave Propagation Involving Irregular Surfaces and Inhomogeneous Media Feb. 1975 8 p refs (For availability see N75-22045 13-70)

An analysis of the factors which affect the prediction of terrestrial transmitter performence in very high frequency and ultrahigh frequency bands is presented. The main fastures that determine field strength at a particular point are as follows: (1) terrain irregularities, (2) terrain features such as buildings and trees, (3) scattering of signals by local obstacles when the antenna is low, (4) temporal variations, and (5) multipath propagation. Methods for using these factors in conducting an analysis of electromagnetic propagation and scattering are proposed.

Author

N75-22078 Research Inst. of National Defence, Stockholm (Sweden).
PREDICTION AND CALCULATION OF TRANSMISSION LOSS IN DIFFERENT TYPES OF TERRAIN

A. Biomquist and L. Ladell In AGARD Electron,₂gnetic Weve Propagation Involving Irregular Surfaces and Inhomogeneous Media Feb. 1975 17 p refs (For availability see N75-22045 13-70)

A model for the calculation of transmission loss in the VHF and UHF regions has been developed, it has been used in service area predictions in different types of irregular terrain in Sweden with much better results than the existing models. The method is very easy to handle and needs no complicated computer technique, it takes proper account of the ground delectric constant and the terrain profile including vegetation. It is thus a deterministic model giving the long-term median of the basic transmission loss. In planning terrestrial radio systems it is also necessary to have a knowledge of the variability in time and with location. On that account measurements are presented giving the additional loss for various percentages of time and locations. The best possible use of the capacity of telecommunication systems is often limited by the depolarization produced by absorption and scattering in the terrain. The effect of depolarization is given for various percentages of locations.

Author

N75-22079 Polytechnic Inst. of New York, Brooklyn. Dept. of Electrical Engineering and Electrophysics.
MIXED-PATH CONSIDERATIONS FOR RADIO-WAVE PROPAGATION IN FOREST ENVIRONMENTS

Train: In AGARD Electromagnetic Wave Propagation involving irregular Surfaces and inhumogeneous Media Feb. 1975 11 p refs. Sponsored in part by ECOM and Army Land Warfare Lab. (For availability see N75-22045 13-70)

The propagation of radio waves is examined for communication paths that may lie partly within a forest and partly in the air region outside the vegetation. For this purpose, the geometry of a mixed path involving a forest layer adjacent to a bare-ground area is shown to exhibit four characteristic regimes. If, for example, the transmitting antenna is inside the forest, these regimes correspond to the receiving antenna being located in one of the following regions: (1) inside the forest; (2) above the tree tops: (3) at a relatively high sititude above the bare-ground region; or (4) at a relatively low height above the bare-ground region. Depending on frequency, on distances, and on which one of the four regimes is involved, the predominant field along the mixed path may be a refracted wave or a lateral wave. By finding the conditions that determine which one of these waves is predominant, it is possible to establish path losses in practically any regions involving reasonably flat ground contours. The frequency range of application for these considerations extends well into the VHF region. Author

N75-22080 Shape Air Defense Technical Center, The Hague (Netherlands).

INFLUENCE OF TOPCGRAPHY AND ATMOSPHERIC REFRACTION IN UHF GROUND-AIR COMMUNICATIONS

A. N. Ince and H. P. Williams In AGARD Electromagnetic Wave Propagation Involving Irregular Surfaces and Inhomogeneous Media Feb. 1975 26 p refs (For availability see N75-22045 13-70)

The results of field strength measurements in UHF ground-sir communication using four different ground terminals are presented. The local conditions at the ground terminals varied considerably: in one case the site was flat and clear over a distance of 2 km, in another the site was flat and clear over a distance of 2 km, in another the site was the highest in the district, a third site had nearby buildings, while the fourth site had marked local undulations and a nearby valley. In all four cases the field strength at the optical horizon was very close to the theoretical value for a smooth earth. The field strength at this point was virtually unaffected by the local ground conditions. Using this fact, and taking into account the statistics of atmospheric refraction it is possible to predict the reliability of UHF ground-to-air communication for high-flying aircraft.

N75-22061 Air Force Avionics Lab., Wright-Patterson AFS.

FLIGHT TEST RESULTS OF PROPAGATION EXPERIMENTS THROUGH INHOMOGENEOUS MEDIA

Allen L. Johnson In AGARD Electromagnetic Wave Propagation Involving Irregular Surfaces and Inhomogeneous Media Feb. 1975. 7 p (For availability see N78-22045 13-70)

Flight test evaluation of communication systems to determine the effect of the inhomogeneous propagation media on com-munication reliability is discussed. The approach taken has been to postulate a physical or mathematical model and then to collect data to determine the validity of the hypothesis. Two related areas which have been studied are ducting and radio holes. Both are caused by an inversion layer. Ray tracing studies were done to establish expented performance under various atmospheric conditions. Data was then gathered on an air-to-air microwave system to validate the model. The test results showed good correlation between predicted and actual results when sufficiently detailed refrective index information was available for the predictions. Two other phenomena investigated were ionospheric edintillation and multipath fading. In the case of ionospheric scintilistion the model is not well defined, and the test results were used to refine the model. The test results from the multipath fading flight testing showed that for over-water communications a specular reflection model best defines the actual results while over-land the diffuse fading component is predominant.

N75-22062 European Space Research Organization, Noordwiki (Netherlands).
MULTIPATH IN AN AERONAUTICAL SATELLITE SYSTEM

H. J. Wuennenberg In AGARD Electromagnetic Wave Propagation Involving Irregular Surfaces and Inhomogeneous Media Feb. 1975 18 p refs (For availability see N75-22045

13.70)

The multipath problem as encountered in a civil aeronautical satellite system is analyzed. A model for the multipath reflection is developed and the performance of the communications channels through the satellite is evaluated. The seronautical satellite system will be used to control air traffic over the Atlantic and Pacific oceans. Aircraft will fly at a height of 10 to 20 km. Severe impairment of the communications performance is expected due to reflection of radiowaves from the surface of the sea and inadequate protection by the aircraft antenna against multipath. A simple theoretical model for reflections from the sea is developed. Under the assumption that only very simple coding schemes can be used to improve the bit error rate for digital transmissions the application of frequency diversity, space diversity and time diversity is discussed. It is shown that frequency diversity is more suitable for the link from the satellite to the aircraft while space diversity can be used for the link from the alroraft to the satellite. The application of time diversity does not reduce the bit error rate by a great amount because of correlation between consecutive bits, it is shown that large delays' between messages are necessary to make time diversity attractive. Time diversity would therefore lead to coding by blocks and to storage requirements.

71 ACOUSTICS

includes sound generation, transmission, and attenuation, For noise poliution see 45 Environment Pollution.

N74-22640# Advisory Group for Aerospace Research and Development, Paris (France). NOISE MECHANISMS

Mar. 1974 345 p refs Mostly in ENGLISH, partly in FRENCH Presented at Fluid Dyn. Panel Specialists Meeting, Brussels, Belgium, 19-21 Sep. 1973 (AGARD-CP-131) Avail: NTIS HC \$20.25

Emphasis of the conference was on the fundamental problems of noise generation and attenuation. Main aspects considered were noise generation and damping, combustion and jet noise. sonic boom theory, and noise due to boundary and shear layer effects. For Individual titles, see N74-22641 through N74-22670.

N74-22641 Cambridge Univ. (England). Engineering Lab. THE MECHANICS OF SOUND GENERATED BY TUR-BULENT FLOWS

E. Efowcs Williams In AGARD Noise Mech. Mar. 1974

15 p (For availability see N74-22840 14-02)

Emphasis of the conference was on aeronautical problems arising from the field of aircraft noise control. Presentations are grouped under six separate headings: (1) source identification; (2) influence of mean flow structure on the generation and propagation of sound; (3) distinctive large eddy structures; (4) excess noise; (5) control of jet noise, and (6) problem areas likely to become more important. The main technical points arising from the meeting are outlined and the degree to which they appear to be currently understood is assessed. Several technical areas on which there was no clear concensus are covered in some detail and some speculation is made on the way they might develop.

N74-22642 Cambridge Univ (England). Dept. of Engineering. IMPULSIVE SOURCES OF AERODYNAMIC SOUND John E. Efowcs Williams In AGARD Noise Mech Mar. 1974 8 p refs (For availability see N74-22840 14-02)

The rapid acceleration of large bodies causes the local motion to shed its kinetic energy into the radiation field. A body steadily moving in potential flow sheds all its virtual energy into sound If it is brought to rest impulsively. Such rapidly accelerated large scale motions therefore represent an extremely efficient source of serodynamic sound. Motions of this type are discussed with a view to explaining the origin of occasional particularly violent pressure transients that are observed in the noise field of high

N74-22643 Cambridge Univ (England) Engineering Lab SCRIPT OF THE INTRODUCTORY REVIEW LECTURE John E. Efowca Williams /n AGARD Noise Mech. Mar 1974

24 p (For availability see N74-22640 14-02)

The sources of aircraft noise due to rapid acceleration of large bodies is discussed. Work by Lighthill and other investigators is reviewed and a discussion is given to explain the origin of occassional violent pressure transients observed in the noise field of high velocity jets

N74-22644* Jet Propulsion Lab., Calif Inst. of Tech., Pasa

EXPERIMENTAL EVALUATION OF FLUCTUATING DENSITY AND RADIATED NOISE FROM A HIGH-TEMPERATURE JET

P. F. Massier, S. P. Parthasarathy, and R. F. Cuffel. In AGARD Noise Mech. Mar 1974 19 p refs (For availability see N74-22840 14-02) (Contract NAS7-100)

An experimental investigation has been conducted to characterize the fluctuating density within a high temperature (1100 K) subsonic let and to characterize the noise radiated to the surroundings. Cross correlations obtained by introducing time delay to the signals detected from spatially separated crossed laser beams set up as a schlieren system were used to determine radial and axial distributions of the convection velocity of the moving noise sources (eddies). In addition, the autocorrelation of the fluctuating density was avaluated in the moving frame of reference of the eddies. Also, the autocorrolation of the radiated

noise in the moving reference frame was evaluated from cross correlations by introducing time delay to the signals detected by spatially separated pairs of microphones. The radiated noise results are compared with Lighthill's theory and with the data of Lush. Radial distributions of the mean velocity were obtained from measurements of the stagnation temperature, and stagnation and static pressures with the use of probes

N74-22645* National Aeronautics and Space Administration Marshall Space Flight Center, Huntsville, Ala

DIRECT MEASUREMENT OF SOUND SOURCES IN AIR JETS USING THE CROSSED BEAM CORRELATION TECHNIQUE

R. J. Damkevala, F. R. Grosche (DFVLR-AVA Goettingen, W. Germany), and S. H. Guest. //2 AGARD. Noise Mech. Mar. 1974 16 p refs (For evailability see, N74-22640 14-02) (Contract NASS-27011)

Properties of density fluctuations were measured in the turbulent regions of a 2.54 cm air jet, at M = 0.7, 1.0 and 1.94. After calibration tests, it was found that the absorption of infrared radiation at 4.3 microns by the naturally present quantities of carbon-dioxide in air was directly proportional to the air density if a sufficiently wide bandpass (0.08 microns) was used. Moreover, regions of the band could be selected that adequately discriminated against temperature variations. The cross-correlation of two such beams intersecting in the jet gave a measure of the local properties at the intersection point A derivation is presented relating the local density correlation function to the self and shear generated noise in the far field of the jet. The measured correlations are used to predict the exial eulo selon fo murbage that bne ettignarie source for notificial to a unit volume of turbulence.

N74-22646 Deutsche Forschungs- und Versuchsanstalt füer Luft- und Raumfahrt, Goettingen (West Germany). DISTRIBUTIONS OF SOUND SOURCE INTENSITIES IN SUBSONIC AND SUPERSONIC JETS

F. R. Grosche In AGARD Noise Mech refs (For availability see N74-22640 14-02) Mar 1974 10 p

Clues on the validity of serodynamic noise theories can be provided by comparison of predicted distributions of sound source intensities in turbulent jets with source distributions determined directly by suitable acoustic measurements. A method of tracing the sound sources from the sound radiated into the acoustic far field was developed. The sound waves emitted by a small volume. of the jet are focused upon a microphone well outside the flow by means of a large elliptical mirror. The distribution of sound source intensities is investigated by moving the mirror-microphone. assembly along and normal to the jet axis. Results of measurements with subsonic and supersonic jets show interesting details of the noise generation within these jets

N74-22647 Lyon Univ (France).

CORRELATIONS BETWEEN FAR FIELD ACOUSTIC PRES-SURE AND FLOW CHARACTERISTICS FOR A SINGLE AIRFOIL

M. Sunyach, H. Arbey, D. Robert, J. Bataille, and G. Cornte-Bellot. In AGARD, Noise Mech. Mar 1974, 12 p. refs (For availability) see N74-22840 14-021

A NACA 8512 A sub 10 airfoil, whose chord is 8 cm, was placed in a uniform flow and ducted into an anechoic chamber with a speed ranging from 20 to 40 m/s. Its acquatic far field was analyzed in relation with the normal velocity fluctuations in the wake and the pressure fluctuations on the airful surface. Cross-correlations measurements showed that the aerodynamic pattern close to the trailing edge, on the extrados, controls the noise emission

N74-2264B Office National d'Etudes et de Recherches Aerospatiales, Paris (France). REPRESENTATION OF HOT JET TURBULENCE BY MEANS

OF ITS INFRARED EMISSION

Jeun Francois DeBelleval and Mariano Perulli in AGARD Noise Mech. Mar. 1974 10 p. rofs. In FRENCH, ENGLISH summary (For availability see N74-22640 14-02)

The theoretical description of a jet acoustic radiation is usually described by characteristic turbulance data, defined at the scale of the total emissive volume. These data are deduced from theoretical models or from measurements making use of correlation techniques. These data have average values in time representing the whole spectrum. After a discussion on the nature of acoustic sources which may exist in a hot jet, and after

recalling the crossed beam techniques, a representation of a hat jet turbulence by means of crossed spectral densities is presented. It is then possible to define at any point of the source volume the characteristic turbulence data by frequency bands. and thus to know their dispersion.

N74-22549 British Columbia Univ., Vancouver. Dept. of Mechanical Engineering NOISE SOURCE DIAGNOSTICS USING CAUSALITY CORRELATIONS

Thomas E. Siddon. In AGARD. Noise Mech., Mar. 1974, 13 p. refs (For availability see N74-22640 14-02) (Grants NRC A7108, DRB-G-9611-03)

Due to the complex mix of noise mechanisms for current quieter generations of sircraft, it has become more difficult to detect the small changes in overall decibel level which may result from localized design modifications. An increasingly popular diagnostic technique establishes causative relationships between individual noise source phenomena and the oversil (composite) sound radiation. The method uses real-time cross-correlations between the far field sound pressure and fluctuating physical parameters occurring in, on, and around the noise generating machine. The technique is based on established seroacoustic theory and has been shown to yield information on acoustic source distributions, their local spectra, and scales of coherence The basic causality formalisms are reviewed and their use illustrated by reference to a number of proven exparimental applications. It is shown that by judicious choice of control surfaces the methods can be adapted in unique ways to the elucidation of a number of unresolved noise generation and suppression phenomena Examples pertaining to jets, suppressor nozzles, rotating fan bisdes, and flow interaction with leading and trailing edges are included.

N74-22650* California Univ., Los Angeles. School of Engineering

USE OF CROSS-CORRELATION MEASUREMENTS TO INVESTIGATE NOISE GENERATING REGIONS OF A REAL JET ENGINE AND A MODEL JET

W. C. Meucham and P. M. Hurdle. In AGARD. Noise Mech. Mar. 1874 13 p refs Sponsored by NASA (For availability see N74-22640 14-02) CSCL 20A

Cross-correlations are reported of the let static pressure fluctuations (as measured with a B and K microphone fitted with a nose cone), with the far-field radiated sound pressure. These measurements were made for various probe positions and a large number of far-field positions (at various angles). In addition, the tests were run for a number of different jet exit velocities. The measured, normalized cross-correlation functions vary between 0.004 and 0.155. These values depend upon the angular position of the far-field microphone, the jet exit Mach number, and the position of the probe. In addition, the cross-correlation technique was employed to study the symmetry of the far-field radiated sound about the jet axis. Third-octave analyses of both the probe signal and the far-field radiated sound were made. This is the first time correlation measurements have been made on a jet ongine. In addition, a report is given on an extensive noise survey of a model jet. The correlations are related to sound source functions and jet source regions are discussed.

N74-22651 Royal Aircraft Establishment, Farnborough (England). Aerodynamics Dept.

SOME EXPERIMENTAL OBSERVATIONS OF THE REFRAC-TION OF SOUND BY ROTATING FLOW
G. D. Butler, T. A. Holbeche, and P. Fethney In AGARD Noise

Mech. Mar 1974 10 p refs (For availability see N74-22640

Some experimental and theoretical studies of the Interaction of cound with a rotating flow field in the form of an aerodynamic vortex are described. The experiments were carried out in the acoustically-treated working-section of the RAE 24-foot diameter open-jet wind tunnel. Vortices were generated by setting a sharp-edged wing at incidence in the tunnel airstream and the effect of the vortex flow downstream of the wing trailing-edge on the noise propagating from a small loudspeaker source was investigated over a range of frequencies and wind speads. Considerable refractive redistribution of the sound energy by the vortex flow occurred, leading to far field regions of markediv decreased and increased sound intensity. Qualitatively, these effects are consistent with the predictions of ray theory, although the interaction persisted down to frequencies where ray theory

might be regarded as inapplicable. Some possible reasons for the observed differences with theory are briefly discussed.

N74-22852 General Electric Co., Schenectady, N.Y. Mechanical Engineering Lab. THE ISSUE OF CONVECTIVE AMPLIFICATION IN JET

NOISE Ramani Mani In AGARD Noise Mech. Mar. 1974 12 o

Sponsored in part by Air Force (For availability see N74-22840 14-02)

Three problems of the sound power and power spectrum produced by moving acoustic sources shrouded by jet flows were considered. The jets were assumed (for simplicity) to be characterized by a slug flow or top hat type mean velocity profiles. The sources were simple harmonic in their own frame of reference and were assumed to convect with the same velocity as the jet. The first problem considered the case of a monopole source convecting along the axis of a round jet. The second problem considered the case of convected line sources in a plane or two-dimensional jet. This was motivated by the need to understand the effect of off-axis lines of convection. The last problem was a variation of the first wherein the jet density and temperature are allowed to differ from those of the ambient. It was motivated by the need to understand the noise from heated jets. The studies were all motivated by one notion, namely, that Lighthill's original idea of ascribing jet noise to convected sources radiating freely to the ambient needs revision to allow for mean flow shrouding effects. The studies explain several experimentally observed features of jet noise such as a failure to exhibit convective amplification (particularly at high frequencies and shallow angles to the exhaust axis) and associated failure to peak frequencies in the power spectrum to shift linearly with jet velocity. Implifications for the jet density exponent issue for heated jets were also considered. The study may be regarded as moving sources solutions to the Phillips equation for jet noise with a specific velocity profile, namely the top hat profile. The advantage of choice of a simple velocity profile is to obtain solution valid for arbitrary frequencies.

N74-22653 Southampton Univ. (England) Inst. of Sound and Vibration Research

THE NOISE FROM SHOCK WAVES IN SUPERSONIC

M. Harper-Bourne and M. J. Fisher In AGARD Noise Mech. Mar. 1974 13 p refs (For availability see N74-22640 14-02)

A theoretical model is proposed for the prediction of the characteristics of broadband shock associated noise from lets operated above the critical pressure ratio. The model regards each shock cell and as a source of acoustic radiation with relative phasing set by the time of eddy convection between them. This leads to a prediction for the peak frequency of this noise component as a function of both pressure ratio and angle of observation which is amply confirmed by experimental results. The model is also extended to the prediction of the spectrum of shock associated noise and these predictions are also compared with experimental date it is also shown that the intensity of shock noise is a function only of pressure ratio, and is independent of jet stagnation temperature and hence jet efflux velocity.

N74-22654 Southempton Univ. (England). Inst. of Sound and Vibration Research

NOISE FROM HOT JETS

P. A. Lush and M. J. Fisher In AGARD Noise Mech. Mar. 1974 8 p refs (For availability see N74-22640 14-02)

Measurements of the noise from several independent workers of hot subsonic lets show that the noise decreases relative to the unheated jet at high jet velocity but increases at low velocity. The decrease at high velocity has previously been explained by the reduction in the jet density for the hot jet and this explanation is confirmed by the present study. The increase in noise at low velocity is attributed to an additional source caused by entropy fluctuations which varies as U4 compared with U8 for the usual mixing noise. A simple theoretical model using Lighthill's theory of serodynamic sound is proposed and this gives very good agreement with the experimental results, but the theoretical model cannot be justified rigorously. However it could provide a satisfactory method for prediction of the noise from hot jets and a basis for the collapse of data. Author

N74-22666 Southampton Univ. (England) Dept of Aeronautics and Astronautics

ON THE NOISE FROM JETS

G M Lilley In AGARD Noise Mech. Mar 1974, 12 p. refs. (For availability see N74-22640 14-02)

A modification of Lighthill's theory is discussed in which pressure disturbances in the let are treated as an inner flow problem which is matched to the outer flow radiation problem. In this treatment the source function involves quadratic and higher order small disturbance terms. This approach, elthough more complicated mathematically than the exact theory of Lighthili. has the advantage that it draws attention directly to the role played by the mean velocity and temperature distributions on the generation and propagation of the emitted sound. The model in its simplest form can be reduced to a vortex sheet model and thus draws attention to the stability characteristics of the vortex sheet. In the more general treatment the stability characteristics of the mixing region are considered and its least stable modes are regarded as dominating the large-scale eddy motion. The linear stability theory is extended to deal with non linearities and, as a result, the amplitude of the larger-scale motion is determined. This is compared with the measured large-scale structure of the jet. From this model the main characteristics of the source function are found. The paper concludes with some results from this new formulation and a comparison is made with experimental findings.

N74-22666 Imperial Coll. of Science and Technology, London (England). Dept. of Mathematics. MECHANISMS OF EXCESS JET NOISE

D. G. Crighton In AGARD Noise Mech. refs (For evallability see N74-22640 14-02) Mar. 1974 7 p

The second secon

Excess noise is a term used to describe the deviations of measured noise fields from the predictions of Lighthill's theory of pure jet mixing noise. A definition is given for the current state of theoretical understanding of those excess noise fields which are not directly attributable to rotating machinery, or to shock waves in supersonic jets. It is shown that unsteady flow interaction with the jet pipe can generate intense forward arc and sideline noise levels, while abnormally high rear arc levels are suggested to arise from the propagation of genuine sound fields suross the exit plane, with associated refraction and diffraction effects. A further process, not yet properly quantified, is related to the instability of a (fully turbulent) jet to certain preferred large scale disturbances, and leads to a mechanism (perametric amplification) by which internal sound fields may be greatly augmented in either the rear or forward arcs. Author

N74-22657 Gottingen Univ. (West Germany). Physikalisches inst.

EXPERIMENTS CONCERNING THE FLOW DEPENDENT ACOUSTIC PROPERTIES OF PERFORATED PLATES
Juergen Kompenhans and Dirk Honneberger In AGARD Noise

Mech. Mar. 1974 6 p. refs (For availability see N74-22640 14-02)

The results are presented of investigations of the influence of grazing flow on the impedance of a single crifice serving as a simplified model of a perforated plate. At small flow velocities the impedance curve plotted in the complex plane passes through a spiral. For higher flow velocities the resistive part of the impedance increases linearly with the flow velocity whereas the reactive part decreases. A relation between the impedance and the static flow resistance can be established. Possible nonlinear properties of the prifice are discussed. Author

N74-22658 National Aeronautical Establishment, Ottawa (Ontario)

A DETERMINISTIC MODEL OF SONIC BOOM PROPAGA-TION THROUGH A TURBULENT ATMOSPHERE

B. H. K. Lee and H. S. Ribner In AGARD Noise Mech. Mar. 1974 13 p. refs. Prepared in cooperation with Toronto Univ. Ontario (For availability see N74-22840 14-02)

The propagation of a weak normal shock wave through a turbulent atmosphere is studied in terms of an idealized model. The turbulent field is assumed to be weak and represented by the superposition of two inclined shear waves of opposite inclination to the mean flow. The resulting flow is of a cellular nature. The cells are rectangular in shape and the sense of rotation of the flow alternates from call to call. If the angles made by the normal of the incident shear waves with the direction of the mean flow are greater than some critical value an exponentially decaying pressure wave is generated behind the shock Spiked or rounded waveforms are obtained by adding or

subtracting this pressure wave from the steady state pressure field. An illustrative example for a mean flow Mach number of 1.0005 is considered. This gives a steady state overpressure of 2.45 lb/ft sq across the shock which is typical of the overpresmond place a ni mus Author

N74-22659 Max-Planck-Institut fuer Stroemungsforschung, Goettingen (West Germany).

SONIC BOOM BEHAVIOR NEAR A CAUSTIC

Frank Obermeier In AGARD Noise Mech. Mar. 1974 14 p. refs (For availability see N74-22840 14-02)

The pressure signature is analyzed of an ideal N-shaped sonic boom caused by an accelerated projectile. Its signature in the surroundings of the so-called caustic and behind the caustic is discribed by the equations of linear wave acoustics. The calculations are performed for a special case where the acceleration phase is chosen in such a way that the corresponding Mach-cone, modified by the acceleration, is composed of a truncated cone, the lower part of which has a circle like curved surface and the upper part is ordinary straight cone. The proposed theory yields results which are in good agreement with measure-Author ments.

N74-22660 Institut Franco-Allernand de Recherches, St. Louis

INFLUENCE OF METEOROLOGICAL CONDITIONS ON THE POSITION OF THE GROUND COVERED BY SONIC BOOMS (INFLUENCE DES CONDITIONS METEOROLOGIQUES SUR LA POSITION AU SOL DU TAPIS DE SANG M. Schaffer and C. Thery In AGARD Noise Mech.

1974 12 p refs in FRENCH (For availability see N74-22640 14-02)

Numerical methods and theories used to study sonic boom propagation in the real atmosphere are discussed. Special attention was given to the effect of meteorological conditions on lateral and longitudinal extension and the location of the ground focus Transl. by E.H.W.

N74-22661 Societe Nationale d'Etude et de Construction de Moteurs d'Avistion, Paris (France).

RECENT STUDIES INTO CONCORDE NOISE REDUCTION R. Hoch and R. Hawkins (Rolls Royce, Ltd., Bristol, Engl.) In AGARD Noise Mech. Mar. 1974 14 p. refs. Prepared in cooperation with Rolls Royce, Ltd., Bristol, Engl. (For availability see N74-22640 14-02)

Recent research is summarized which was conducted over the past two years as part of a continuing noise reduction program on the Concorde powerplant. The studies were simed at: (1) improving knowledge of certain noise sources of the Olympus 593 turbojet engine and (2) evaluating potential means for noise reduction either at source by alteration to the various entine components, or by addition of attenuating devices. Some of the results of the studies have been applied to the powerplant design standard intended for entry into service, others are mentioned only for their technical or didactic interest, and others after engineering avaluation, may lead to acoustic improvements to the Concorde powerplant after entry into service.

N74-22662 Technische Hogeschool, Eindhoven (Netherlands). Fluid Mechanics Lab.

AEROSONIC GAMES WITH THE AID OF CONTROL ELEMENTS AND EXTERNALLY GENERATED PULSES

L. J. Poldervaart, A. P. J. Wijnands, and L. Bronkhorst. In AGARD Noise Mech. Mar. 1974. 4 p. refs (For evaluability see N74-22640.

Experiments were conducted which indicate that with the aid of control elements, it is possible to generate the following modes of vibration of a 2-dimensional sonic jet: (1) zero mode; (2) oscillatory mode, natural and forced; (3) pulsatory mode; and (4) coupled pulsatory-oscillatory mode. The experiments also demonstrated that with the aid of externally generated pulses. it is possible to show how the information, near the nozzle tip, is transferred from the pulse into the jet. The nozzle tip as a discontinuity proves to be a dominant factor in the interaction process of the pulse with the boundary layer and with the jet.

N74-22663 University of Southern Calif., Los Angeles. Dept.

of Aerospace Engineering.
ON THE GENERATION OF JET NOISE

J. Laufer, R. E. Kaplan, and W. T. Chu. In AGARD. Noise Mech. Mar. 1974. 8 p. refs (For availability see N74-22840

(Grant DOT-OS-00002)

It is proposed that the rate of subharmonic production, that is, the rate at which large scale vortex-ring like structures interact with each other, is the primary mechanism responsible for most of the noise generation of a subsonic jet. The interaction consists of simultaneous acceleration and deceleration of vorticity containing coherently moving regions followed by a pairing process. This picture is consistent with Lighthill's quadrupole like sources, as well as with the formulation of Powell's vortex sound theory. It is suggested that more direct experiments are necessary to examine the validity of the above proposition.

Author

N74-22664 Naval Ship Research and Development Center, Washington, D.C. Hydroacoustic Branch.

AN EXPERIMENTAL STUDY OF THE INTERMITTENT WALL PRESSURE EURSTS DURING NATURAL TRANSITION OF A LAMINAN SOUNDARY LAYER

Fred C. DeMetz and Mario J. Casprella In AGARD Noise Mech. Mar. 1974 18 p. refs (For availability see N74-22640 14-02)

The properties of the intermittent well pressure field were measured in the transition boundary layer on a large flat plate in an anechoic wind tunnel. Natural transition was achieved with a mild favorable pressure gradient at Reynolds numbers, based on downstream distance from the plate's leading edge, in excess of 7 million. The development of the isminar boundary layer prior to transition was in agreement with numerical solutions to the laminar boundary layer equations and with stability criteria for pressure gradient effects. The temporal spatial, and spectral properties of the transition wall pressure field associated with the natural transition process occurring on the plate are obtained as a function of the intermittency fantor, and compared with those of the fully turbulent pressure field. Specifically, the mean-square pressure, spectral densities, convection velocities, distributions of burst periods and burst rates of the intermittent pressure field are computed from the data.

Author

N74-22668 Technische Hochschule, Aachen (West Germany). Aerodynamisches Inst.

ON THE INTERACTION BETWEEN A SHOCK WAVE AND A VORTEX FIELD

A. Naumann and E. Hermanns In AGARD Noise Mech. Mar. 1974 10 p. refs (For availability see N74-22640 14-02)

In a double side shock tube, the flow pattern produced by the interaction of a weak shock wave with a vortex field was observed by means of Mach-Zehnder interferograms; the vortex direulation and the pressure ratio of the shock were varied. An evaluation of the interferograms gives the time dependent density fields. The deformation of the interacting shock leads to a discontinuity in slope of its front and to the formation of a secondary wave from the sharp bending point. With the assumption of linear superposition, the flow pattern is in very good agreement between the theoretical and experiments

N74-22866 Max-Planck-Institut fuer Stroemungsforschung, Goettingen (West Germany).

INVESTIGATION OF THE INSTANTANEOUS STRUCTURE OF THE WALL PRESSURE UNDER A TURBULENT BOUND-ARY LAYER FLOW

R. Emmerling, G. E. A. Meier, and A. Dinkelacker. In AGARD Noise Mech. Mar. 1974 12 p refs (For availab:\text{\text{lty see}} N74-22640 14-02)

An optical method was used to investigate the instantaneous structure of the wall pressure under a turbulent boundary layer flow in air. The optical apparatus consisted basically of a Michelson-interferometer. One mirror of the interferometer was replaced by a reflecting flexible wall, which was also part of the wall bounding the flow being investigated. The turbulent wall pressure fluctuations cause the flexible wall to be displaced by several light wave-lengths. The instantaneously occurring fringe patterns were recorded with a high-speed film camera. The wall area observed was 48 mm x 29 mm, and the flow velocity outside the boundary layer was 8.5 m/sec. The optical method used made it possible to determine the instantaneous values of the wall pressure distribution, the convection velocity and the vail pressure gradient.

N74-22667 Royal Air Force Central Medical Establishment, London (England).

SOME AEROMEDICAL ASPECTS OF NOISE

P. F. King In AGARD Noise Mech. Mar. 1974 b > refs (For availability see N74-22540 14-02)

The different problems and patterns of noise related to various

types of aircraft are considered. The types of aircraft include: (1) fixed wing aircraft, (2) V-STOL aircraft, (3) rotating wing aircraft, and (4) air cushion vehicles in addition, various measures for conservation and protection of hearing are proposed. D.L.G.

N74-22668* National Aeronautics and Space Administration. Langley Research Center, Langley Station, Va. CURRENT STRUCTURAL VIERATION PROBLEMS ASSOCI-ATED WITH NOISE

John S. Mixson In AGARD Noise Mech. Mar 1974 16 p refs (For availability see N74-22640 14-02)

As the performance of serospace vehicles has increased, the noise generated by the propulsion system and by the passage of the vehicle through the sir has also increased. Further increases in performance are now underway for space vehicles such as the space shuttle vehicle and for short distance takeoff and landing (STOL) sircusts, and are being planned for supersonic aircraft. The flight profiles and design features of these high-performance vehicles are reviewed and an estimate made of selected noise-induced structural vibration problems. Considerations for the prevention of acoustic fatigue, noise transmission, and electronic instrument malfunction are discussed. Author

N74-22669 Deutsche Forschungs- und Verauchsenstalt füer Luft- und Raumfahrt, Berlin (West Germany). Inst. füer Turbulensforschung.

Turbulenziorschung.
RESOLUTION OF TURBULENT JET PRESSURE INTO
AZIMUTHAL COMPONENTS

H. V. Fuchs /n AGARD Noise Mech. Mar. 1974 10 p refs (For availability see N74-22540 14-02)

The results are presented of experiments conducted to analyze the turbulent pressure field with respect to the jet noise problem. The experiments deal apecifically with the turbulent pressure field in a fixed plane normal to the jet exis. The findings indicate that at low Mach numbers, considerable turbulent energy is stored in lower order azimuthal components and, in particular, in the

N74-22670 London Univ. (England). Dept. of Aeronautical Engineering.

SOME EXPERIMENTAL RESULTS ON EXCESS NOISE

large scale coherent axisymmetric type of fluctuation.

A. D. Young In AGARD Noise Mech. Mar. 1874 5 p refs (For availability see N74-22640 14-02)

Compressed air was duoted from a 12 in. diameter pipe into a plenum shamber 24 in. diameter and 4 ft long. This was followed by a contraction leading to a nozale from which the air emerged into the atmosphere in an anechoic chamber as a jet. The plenum chamber contained a honeycomb and gauze to help reduce the flow turbulence. The resulting jets were very steady and with low turbulence levels. Noise measurements were made at a distance of 6 feet from the nozale exit. In addition to the measurements on the basic jets, various modifications were introduced upstream of the nozale exit to produce various intensities and scales of turbulence, and the consequent effect on the noise characteristics were measured. The results are given and their significance is discussed.

74 OPTICS

Includes light phenomena

N75-10776# Advisory Group for Aerospace Research and Development, Paris (France). OPTO-ELECTRONICS

Sep. 1974 143 p refs in ENGLISH and FRENCH

(AGARD LS-71) Avail NTIS HC \$5.75

A study was conducted of the state-of-the-art of electrooptic developments applied to the avionics field of research and development. A review of optics including fiber optical techniques and their exploitation in the aylonics field for transmission of information is presented. The capabilities of aircraft using television, low light television, infrared, lasers, and optical methods to sense and display information are analyzed. System designs and problems encountered in applying the sensors are discussed. For individual titles, see N76-10775 through N75-10784.

N75-10776 Ministry of Defence, London (England). THE IMPACT OF OPTO-ELECTRONICS UPON AVIONICS

F. S. Stringer In AGARD Opto-Electronics Sep. 1974 2 p. (For availability see N75-10774 01-74)

The military applications of electro-optical equipment are discussed. Emphasis is placed on systems design of sensors and display devices. Specific applications of electro-optic techniques for air navigation, target acquisition, and weapon aiming are examined. The advantages of head-up displays are compared with those of head-down displays. The subjects of fiber optics, optical design, and imaging system techniques are

N75-10776 Royal Radar Establishment, Malvern (England). ABER SOURCES

P. A. Forrester In AGARD Opto-Electronics Sep. 1974 9 p

refs (For availability see N75-10774 01-74)

The basic physics common to all the different types of laser is discussed to include stimulated and spontaneous emission. population inversion, and resonator modes. Methods of controlling the time variation of the output power by the techniques of Q-switching, cavity dumping, and mode looking are described. The properties of some of the currently available laser devices, based on optically-pumped solids, gaseous discharges, and semiconductor diodes, are analyzed. Author

N75-10777 Services Electronics Research Lab., Baldock

(England).

INFRARED AND VISIBLE RADIATION DETECTORS FOR IMAGING AND NON-IMAGING APPLICATIONS B. R. Holeman In AGARD Opto-Electronics Sep. 1974 16 p.

refs (For availability see N75-10774 01-74)

A general description of a photodetector is presented and, after defining the relevant parameters to describe its operation, the limits set by the quantum nature of the radiation input are outlined. Bolometric detectors are reviewed with particular reference to triglycine suiphate. Photoconductive, photovoltaic and photoemissive detection processes are compared before describing the wide range of single element detectors utilising these effects. The multiplement technique, as shown in thermal infrared detectors such as cadmium-mercury telluride and lead-tin telluride, and in visible and near infrared detectors using silicon photosensitive integrated circuits, is described. The principles of electron beam readout are outlined and devices using this technique, such as vidicons, orthicons and isocons are reviewed. Finally, the state of the art in an alternative solid state approach, charge coupled tiensfer, is discussed. Author

N75-10778 Hughes Aircraft Co., Culver City, Calif. Display Systems Lab.

DISPLAY DEVICES AND THEIR USE IN AVIONICS SYSTEMS

G. K. Slogum In AGARD Opto-Electronics Sep. 1974 14 p

(For availability see N75-10774 01-74)

The factors which affect the selection of a display for imaging sensors in avionics systems are discussed. The visual characteristics of the observer and the specific task to be accomplished are examined to show the impact on sensor selection. The factors affecting the performance of the operator are examined and the display design requirements are developed. The following systems are analyzed: (1) scan converter tubes, (2) digital scan converter, (3) television frame rate display devices, (4) heimet mounted displays, (5) plusma panel plotorial display, (6) light emitting

diode array pictorial display. (7) electroluminascent matrix panel pictorial display, and (8) liquid crystal matrix pictorial display

N75-10779 Plessey Radar Ltd., Havant (England). Radar Research Centre OPTICAL WAVEGUIDE DATA TRANSMISSION FOR AVIONICS

David A. Kahn In AGARD Opto-Electronics Sep. 1974 22 p.

refs (For availability see N75-10774 01-74)

Optical communications and wavequide communications with special reference to optical frequencies are considered. A review of optical waveguides with emphasia on materials, structures, drive circuits, photodiodes and evalenche diodes, low noise amplification, and the waveguide/terminal interface is presented. Transmitting and receiving terminals are described to include examinations of lasers, light emitting diodes, drive circuits, photodiodes and avalanche diodes, low noise amplification, and the waveguide/terminal interface. Various system engineering aspects are examined to include powering arrangements. cableform, and multiplexing techniques.

N75-10780 Smiths Industries Ltd., Bishops Cleeve (England). Aviation Div

HEAD-UP DISPLAY OFFICE

R. A. Chorley In AGARD Opto-Electronics Sep. 1974 18 p (For availability see N75-10774 01-74)

The factors which influence the definition of the optical system for a Head-Up Display are defined. The conflicting requirements for wide fields of view and compact, easily installed hardware are discussed (with relation to both refractive and reflective optical systems) together with various espects of optical performance which influence the overall display system performance. The primary reason for installing a HUD system in a military aircraft is the improved weapon-aiming capability it can provide. From this point of view the HUD can be looked upon as a sophisticated descendant of the various forms of optical gunsight which have been in service for a quarter of a century or more. Thus the most basic requirement for a military HUD system is that it should provide the information needed for weapon aiming, and this means that it must provide an aiming symbology display, focussed nominally at infinity, so that the pilot can correlate and utilize the display and the outside world information simultaneously. Author

N75-10781 Optical Industries N. V., Delft (Netherlands). OPTICS FOR PASSIVE VIEWING DEVICES

J. Becker In AGARD Opto-Electronics Sep. 1974 7 p refs

(For availability see N75-10774 01-74)

The uses of far infrared detectors for image intensification and low light visibility are discussed. Specific applications of low light level instruments with electron optical intensification of the brightness in astronomy and high speed photography, in industry for non destructive testing by X-ray imaging, in the medical field, and in military situations for passive detection or reconnaissance at night are described. Non scanning thermal infrared devices and systems scanning in the image space of the front optics which operate on the long wave infrared spectrum are analyzed. Photographs and illustrations of typical optical devices are provided.

N75-10782 Service Technique des Telecommunications de l'Air, Paris (France).

PRINCIPLE AND REALIZATION OF ARRONAUTICAL LASER SYSTEMS (PRINCIPE ET REALISATION DES SYSTEMES LASER EN AERONAUTIQUE)

Patrice Mollis and Francois Chabannes (Lab. Central de l'Armement) /n AGARD Opto-Electronics Sep. 1974 21 p refs in FRENCH; ENGLISH summary (For availability see N75-10774 01-74)

Various typical aeronautical laser systems are described. The effects of various parameters on the design of laser systems are analyzed. Specific applications for range finding, guidance, detection, surveillance, and gyroscopes are examined. Diagrams are provided to show the methods of operating in the active. semi-active, and passive modes for target acquisition and remote control

N75-10783 Royal Aircraft Establishment, Farnborough (England). LOW LIGHT TELEVISION SYSTEMS

R. J. Corps In AGARD Opto-Electronics Sep. 1974 12 p refs (For availability see N75-10774 01-74)

The component parts which constitute a low light level television system are described. The advantages and disadvantages of each unit are analyzed. The characteristics and applications of five specific television systems are examined. The possibility of using active illumination with a gated television system is proposed. Diagrams of the components are provided to show their construction and operation. The components include the following: (1) cascade image intensifier, (2) motion compensated intensifier with gating. (3) channel plate intensifier. (4) proximity diode image intensifier, and (5) image orthicons.

N75-10784 Environmental Research Inst. of Michigan, Ann. Arbor. Infrared and Optics Div.
PASSIVE INFRARED SYSTEMS

Donald S. Lowe In AGARD Opto-Electronics Sep. 1974 15 p refs (For availability see N75-10774 01-74)

Blackbody emission and the nature and characteristics of radiation from targets and backgrounds are discussed. The effect of the atmosphere on the detection process is roviewed. The functions of the components found in optical systems are described. The radiation transfer from the target through the atmosphere and the optical system is developed. Concepts and principles used in designing various types of sensors are analyzed with emphasis placed on trackers and airborne scanners. Author

81 ADMINISTRATION AND MANAGEMENT

81 ADMINISTRATION AND MANAGEMENT

includes management planning and research.

N75-14632 Advisory Group for Aerospace Research and Development, Paris (France).

AGARD HANDBOOK

Aug. 1974 47 p (AGARD-Handbook-722.28.00-Rev) Copyright. Avail: Issuing Activity

A handbook on the organization and functions of the Advisory Group for Aerospace Research and Development (AGARD) is presented. The subjects discussed are: (1) the AGARD mission, (2) the AGARD staff, (3) the AGARD penels, (4) the consultant and exchange program, and (5) the AGARD publications. P.N.F.

N76-17986# Advisory Group for Aerospace Research and Development, Paris (France).

MEDICAL OFFICER CAREER MANAGEMENT AND RETENTION IN NATO ARMED FORCES: A WORKING GROUP REPORT

G. Zinnemann, ed. Dep. 1975 107 p refs (AGARD-R-635) Avail: NTIS HC \$5.50

The armed forces of most NATO nations experience great difficulty in attracting and retaining young medical officers unless a doctor draft, national service, or pay-back for their medical education makes a period of active military duty a legal requirement. Some of the disadvantages inherent in a military medical career vie-a-via a civilian practice deter the average young doctor from choosing a career in military medicins voluntarily. Since the ever-present throat of a doctor shortage constitutes a problem of operational significance, the Working Group sought to: (1) define the factors of career motivation, (2) compare approaches, methods, and attempted solutions to the problem in participating countries, and (3) offer a set of recommendations designed to alleviate the situation.

Author

82 DOCUMENTATION AND INFORMATION SCIENCE

includes information storage and retrieval technology; micrography; and library science. For computer documentation see 61 Computer Programming and Software.

N74-19626# Advisory Group for Aerospace Research and Development, Paris (France). SEMI-AUTOMATIC INDEXING: STATE OF THE ART

H. Fangmeyer (EURATOM, Ispra) Feb. 1974 26 p refs (AGARDograph-179, AGARD-AG-179) Avail NTIS HC \$4.50

The state of the art of semiautomatic indexing for information retrieval systems is discussed in the following areas. (1) semiautomatic derivative indexing; (2) machine-aided assignment indexing (including automatic assignment indexing techniques based on previously created manual or semiautomatic indexing aids); and (3) semiautomatic dictionary construction. Semiautomatic indexing is divided into conversational and symbiotic indexing in order to distinguish between indexing by continuous contact with the computer and indexing by Integration of the computer in the indexing process for the purpose of performing certain cierical tasks.

N74-27457# Advisory Group for Aerospace Research and Development, Peris (France). HOW TO OSTAIN INFORMATION IN DIFFERENT FIELDS OF SCIENCE AND TECHNOLOGY: A USER'S GUIDE May 1974 120 p refs (AGARD-LS-89) Avail: NTIS HC \$9.00

The principles of information systems are outlined that provide storage, retrieval, and dissemination of technical information to acientists. For individual titles, see N74-27458 through N74-

N74-27488 Pittsburgh Univ., Pa. PRESENT KNOWLEDGE DOMAIN OF SCIENTISTS AND TECHNOLOGISTS

A. Debons In AGARD How to Obtain inform. In Different Fields of Sci. and Technol. May 1974 7 p refs (For availability see N74-27457 16-34)

Available data resources in several scientific and technological areas are promoted. Effective use of such data resources depends on some understanding of how information is generated, used and given to others. Influences of organismic variables on our ability to acquire and process data and the direct use of the resulting information in decision making and problem solving are considered. The way certain variables involved in these functions relate to the use of data bases is emphasized. Author

N74-27489 Pittsburgh Univ., Pa.
GENERATION, USE, AND TRANSFER OF INFORMATION
Allen Kent /n AGARD How to Obtain Inform. in Different
Fields of Sci. and Technol. May 1974 7 p. refs (For availability see N74-27457 18-34)

The information explosion has produced an effect that has not been widely recognized. The inability of individuals to read all potentially relevant material has changed the nature of questions asked. Now, questions are asked more frequently that relate to a problem, with the aspects of the question derived from the problem at hand rather than recalled from previous contact with specific items of the literature. Information systems have attempted to respond to this change through deeper analysis of materials, and coordination of desired aspects of subject matter using computers. The need for connection between the terminology of questions posed and the available analytics has become more critical. More precise control of vocabulary is needed, leading to the construction of mechanisms such as theseuri.

INTERNATIONAL MEDICAL INFORMATION EYSTEMS
(Bodg E, Unger In AGARD How to Obtain Inform in Different Fields of Sci. and Technol. May 1974 7 p (For availability see N74-27457 16-34) N74-27460 Furbwerke Hoechst A.G., Frankfurt (West Germany).

The flood of information especially in medical sciences can with no means, and especially not with the well known conventional means, be accomplished today. Even the creation of localized medical information systems can not cover the demands the medical profession is bringing forward. With the use of computers new ways are opened. Various methods have been developed in order to analyze, organize and evaluate the present voluminous flood of information. Communication between existing printed information and the medical profession in all

fields of this science is considered. A new automated on-line terminal oriented storage and information retrieval system is discussed on a worldwide international basis.

N74-27461 Roma Air Development Center, Griffins AFB, N.Y. FEDERAL INFORMATION SYSTEMS

Fred S. Dyer In AGARD How to Obtain Inform. In Different Fields of Sci. and Technol. May 1974 10 p rafs (For availability see N74-27457 16-34)

The Federal Technical Information System is the Federal coordinator and distributor of U.S. Government sponsored research and analytical reports to the general public. Inputting or participating with this repository are a number of other Government repositories that are responsible for performing functions parallel to NTIS for the communities they serve and in some cases they also manage the classified/timited portions of their respective Author collections.

N74-27462 Pittsburgh Univ., Pa. Knowledge Availability Systems Center.

THE NASA REGIONAL DISSEMINATION CENTER Edmond Howle In AGARD How to Obtain Inform. In Different Fields of Sol. and Technol. May 1974 7 p (For availability see N74-27487 16-34)

An overview is presented of the Knowledge Availability Systems Center and its role as a National Aeronautics and Soace Administration Regional Dissemination Center, Particular emphasis is placed on the marketing, technical analysis, technical operations and engineering consultation functions of the center as they relate to user exploitation of its mechanized information resources. Author

N74-27463 Lockheed-Georgia Co., Marietta. Technical Information Dept.

INTERNATIONAL INFORMATION SYSTEMS FOR PHYSICAL **SCIENTISTS**

Charles K. Bauer In AGARD How to Obtain Inform. in Different Fields of Sci. and Technol. May 1974 60 p refs (For availability see N74-27467 16-34)

The numerous sci-tech information sources are discussed which provide retrieval service to outside users. Description of these sources was made by means of a quertionnaire sent to centers throughout the world. Based on the response, information about these sources includes their name and address, subject fields and kind of collection maintained, retrieval systems employed, publications issued, and services supplied. In assessing international information retrieval and transfer, problems of the information seeker, industrial and technological conditions among nations, source selection, accessibility, duplication, standardization, and language barriers as influences upon information receipt and utilization are discussed. A review is given also of cooperative efforts made by government sponsored world organizations and international professional bodies to ameliorate prevailing condi-

N74-27464 Syracuse Univ., N.Y ENVIRONMENTAL INFORMATION SYSTEMS

Marta L. Dosa In AGARD How to Obtain Inform in Different Fields of Soi, and Technol. May 1974 18 p refs (For evailability see N74-27487 16-34)

Research, scademin and popular trends in the environmental fields and characteristics of information users, resources and systems, are explored. The multidisciplinary nature of environmental information is analyzed. The following operational definition is used: Ecology provides an inclusive and consistent structure for perceiving the world and accounts for the behavior of man within the world structure. Systems yielding environmental information are categorized as problem centered or discipline

N74-32399# Advisory Group for Aerospace Research and Development, Paris (France). A GUIDE TO THE LAYOUT OF TECHNICAL PUBLICA-

A. H. Holloway Jun. 1974 22 p. refs.

(AGARD-AG-178; AGARDograph-178) Avail: NTIS HC \$4.25 Recommendations are made for the size, shape, layout and content of technical publications. Notes are included to help those responsible for writing, reproducing and handling these documents. A select bibliography and some notes for cataloguers are included. Relevant standards are listed in an appendix with some further notes on bibliographic references. Author N74-34424# Advisory Group for Aerospace Research and Development, Paris (France).
QLOSSARY OF DOCUMENTATION TERMS. PART 1:

GENERAL TERMS

H. A. Stolk, ed. and A. H. Holloway, ed. Jul. 1974 37 p. (AGARD-AG-182-Pt-1; AGARDograph-182-Pt-1) Avail: NTIS HC \$5.00

A glossary of scientific and technical terms, arranged in alphabotical order, is presented for use as a reference during documentation activities.

N75-12847# Advisory Group for Aerospace Research and Development, Paris (France).

AGARD INDEX OF PUBLICATIONS, 1952 - 1970. PART 3: AUTHOR INDEX. PART 4: ADDENDUM TO PART 1
J. Foulon, comp. Sep. 1974 66 p
(AGARD-INDEX-52/70) Avail: NTIS HC \$4.25
An alphabetical listing of all authors whose papers were

documented in the previously published AGARD index of Publications 1952-1970 is presented and, in addition, an addendum containing a listing of the titles of all individual papers that were omitted from the basic document is included. For Vol. 1, see N73-20973; for Vol. 2, see N73-20974.

N75-17227# Advisory Group for Aerospace Research and Development, Paris (France).

AGARD INDEX OF PUBLICATIONS, 1971 - 1973

Nov. 1974 420 p refs Avail: NTIS HC \$10.50

An Index of publications prepared for the Advisory Group for Aerospace Research and Development (AGARD) during the period 1971 to 1973 is presented. The indexes are based on the NASA computerized data base and abstracts from the N 10,000 series (STAR) and X70,000 series of documents. The five indexes used are as follows: (1) personal author, (2) norporate source, (3) report number, (4) accession number, and (5) subject, based on the NASA Thesaurus nomenclature. The 34 NASA categories are used for document location.

N75-17229# Advisory Group for Aerospace Research and Development, Paris (France).

THE USE OF MICROFICHES FOR SCIENTIFIC AND TECHNICAL REPORTS. CONSIDERATIONS FOR THE SMALL USER

B. J. S. Williams and R. N. Broadhurst Oct. 1974 27 p. refs. (AGARD-AG-198) Avail: NTIS HC \$3.75

The report is intended primarily for the small user concerned with the use of microfiches for scientific and technical report material. The small user is considered to be the individual engineer or project worker or, at most, the small company, department or project team handling microfiches on a modest scale. While emphasis has been placed on the use of microfiches their reading. duplication, print out and storage - some general information was included on the production of inicrofiches. The type of minrofiuhe containing 60 or 98 frames used for the reproduction of Individual reports is considered. These migrofiches are also widely used for reproducing journals and periodicals on an issue-by-issue basis, for individual articles, monographs or papers and, less exclusively, for parts lists and maintenance manuals.

Author

N75-23372# Advisory Group for Aerospace Research and Development, Paris (France).

NATIONAL AND INTERNATIONAL NETWORKS OF LIBRARIES, DOCUMENTATION AND INFORMATION CENTRES

Mar. 1975 82 p. refs. In ENGLISH; partly in FRENCH Presented at the Tech. Inform. Panel Specialists' Meeting, Brussels, 2-3 Oct.

(AGARD-CP-158) Avail: NTIS HC \$4.75

The interrogation and retrieval methodology, monodisciplinary and multidisciplinary, for designing multinational networks and library systems as a function of user requirements are summarized. Data are also given on hardware and software problems and future trends in the field. For individual titles, see N75-23373 through N75-23382.

N75-23373 Liege Univ. (Belgium).
PROBLEMS OF A BIBLIOGRAPHIC NETWORK AND DOCUMENTATION CENTER IN BELGIUM (LES PROBLEMES DE RESEAUX POUR BIBLIOTHEQUES ET CENTRES DE DOCUMENTATION EN BELGIQUE)

Pletre-endre Piron In AGARD Nati. and Intern. Networks of

Libraries, Doc and Inform. Centres Mar. 1975 6 p refs In FRENCH; ENGLISH summary (For availability see N75-23372 14-82)

A Governmental committee on scientific policy has undertaken to promote the optimization of some library and documentation activities by networking. Three projects were outlined. Share cataloguing between scientific libraries (such as the Royal Library and Universities), union catalog of the same institutions. Information retrieval from bibliographic data bases of international interest. Proposals were made for building up a wide network linking documentation centers throughout the country.

N75-23374 Statekontorer, Stockholm (Sweden) A DATA NETWORK IN THE DOCUMENTATION AND LIBRARY AREA

Rolf Andren /r. AGARD Nati. and Intern. Networks of Libraries, Doc. and Inform. Centres Mar. 1975 5 p (For availability see N75-23372 14-82)

The Swedish Agency for Administrative Development, SAFAD, is developing an experimental network to be used by different education and research institutes to access information retrieval and library systems located at different places. The basic principle is that it shall be possible to communicate with several date bases through one network from one terminal. The network contains functions that make it possible to connect different kinds of terminals, e. g. teletype and various CRT terminals. The users are primarily the Bwedish university libraries and the first data bases to be connected are the LIBRIS, the MEDLINE and the ESRO SDS data banks. Operation was started in spring 1974 but before a decision to build out the network is taken, an evaluation will be made of system performance before May Author

N75-23375 Defense Documentation Center, Alexandria, Va. LINKING US/DOD AND OTHER SCIENTIFIC/TECHNICAL ON-LINE SYSTEMS

Hubert E. Sauter In AGARD Nati. and Intern. Networks of Libraries, Doc. and Inform. Centres Mar. 1975 13 p refs (For availability see N75-23372 14-82)

Several different types of networks will be examined as well as work experiences with them. The concepts and alternative methods for interlinking networks will be described, particularly the rationals for interfacing several networks in the future. An outline of expected benefits to the research community will be given, including suggested actions that might be initiated to develop gooperative networks. Author

N75-23376 Computer Aided Design Centre, Cambridge (England).

DATA BANKS AND NETWORKS FOR ENGINEERING DESIGN PURPOSES

G. C. Freeman In AGARD Nati. and Intern. Networks of Libraries, Doc. and inform. Centres Mar. 1975 6 p refs (For availability see N76-23372 14-82)

Special problems of CAD are discussed and data iridicate that because of the hierarchical nature of integrated design systems the local data base will also be hierarchical in structure. Communications with other systems via a computer network make it desirable that application programs and data bases should not be inextricably linked. Such a policy would ensure maximum flexibility, making possible economies of scale through the sharing of expertise and software that could then take place.

N75-23377 British Library, London (England). Research and Development Dept.

AN APPROACH TO THE DEVELOPMENT OF LIBRARY AND INFORMATION NETWORKS WITH SPECIAL REFERENCE

P. L. Holmes In AGARD Natl. and Intern. Network of Libraries, Doc. and Inform. Centres. Mar. 1975. 7 p. refs (For availability see N75-23372 14-82)

The need for careful preparation and planning of library and Information networks is discussed, and the British Library research program explained. Three parallel phases, concerned with assessment of existing on-line bibliographic information services, provision of data for planning of a library and information network in the UK, and examination of computing, telecommunication, and reprographic techniques for their applications to informationhandling, are covered.

N75-23378 European Space Research Organization, Francati Space Documentation Service. ON-LINE NETWORKING BETWEEN INFORMATION CEN-TRES IN EUROPE

D. M. Audsley In AGARD Neti. and Intern. Networks of Libraries, Doc. and Inform. Centres. Mar. 1975, 12 p. refs (For availability see N75-23372 14-82)

Future trends in on-line networking for information retrieval purposes and the possibilities of collaboration between networks in Europe are examined. The technical aspects of major on-line networks are mentioned. The development of a special purpose distributed European-wide information network is postulated. The need for extremely close and detailed levels of Euromean coordination during the development and implementation of such a network is anticipated. The possible uses of communications satellites, in particular ESRO projects, are mentioned.

M75.23376 Commission of the European Communities. INTERNATIONAL NETWORKING: INFORMATION RE-TRIEVAL REQUIREMENTS

P. L. VanVelze and G. W. P. Davies In AGARD Natl. and Intern. Networks of Libraries, Doc, and Inform. Centres 1978 7 p (For availability see N78-23372 14-82)

A network for scientific and technical information is being developed for the European Community. The authors represent the Commission of the European Communities, which was charged with the task of coordinating the activities of Member Countries to work towards this common network. The main topics discussed are: the goals of the planned network, the project organization. the role of the telecommunications facilities and the factors which ere influencing the design of the network.

N75-23380 Cegos-Tymshare, Saint Cloud (France) THE TYMNET NETWORK DE RESEAU TYMNET! Michel Raclet In AGARD Nati. and intern. Networks of Libraries, Doc. and Inform. Centres Mar. 1978 4 p refs in FRENCH (For availability see N75-23372 14-82)

A description is given of TYMNET, a time sharing telecommunication networ: utilized by small data processing centers. Data cover transmis: un, connection, and surveillance procedures. Network hardware and software are discussed along with advantages to small processing centers using the system.

Transi by E.H.W.

N75-23381 Association of Special Libraries and information Sureaux, London (England). Research and Development Dept. USER REQUIREMENTS IN LIBRARIES, DOCUMENTATION AND INFORMATION CENTERS Margaret Slater In AGARD Natl. and Intern. Networks of Libraries, Doc. and Inform. Centres Mar. 1975 4 p (For availability on N75-23272 14-82)

see N75-23372 14-82)

Surveys of user populations by questionnaire or interview are used with increasing frequency in an attempt to establish user requirements in libraries, documentation and information centres. Although the survey is a flexible and useful technique it does have intrinsic limitations, which do not seem to be fully recognized by all concerned in instigating, executing or interpreting user research in the defined field. A negative defense of the survey method is given. Date outline what the survey can not fairly be expected to accomplish, and indicate areas in which the proper sphere of application would seem to lie.

N75-23342 National Center for Scientific and Technical Dogumentation, Brussels (Belgium).

USER REQUIREMENTS: AUTOMATED SERVICES

Guy M. Vanautryve In AGARD Natl. and intern. Networks of Libraries, Doc. and Inform. Centres Mar. 1976 6 p rafa (For availability see N75-23372 14-82)

General user requirements and their effects on the design of automated services in information networks are examined. Data are given on quality control, system interaction, system management and system effectiveness. Author

N77-10945# National Micrographics Association, Silver Spring. Md.

REVIEW OF DEVELOPMENTS IN COMPUTER OUTPUT MICROFILM (COM) AND MICROGRAPHIC TECHNOLOGY. PRESENT AND FUTURE

Sep. 1976 57 p. refs. Presented at AGARD Lecture Series, Oslo. 25-26 Oct. 1976; Paris, 28-29 Oct. 1976; London, 1-2 Nov. 1976

(AGARD-LS-85: ISBN-92-835-1225-11 HC A04/MF A01

An up-to-date review is given of micrographic technology, computer input microfilm (CIM) and computer output microfilm (COM), as well as an indication of the market size and growth rate. After an account of the fundamentals of micrographics. COM recording techniques and recorders are described and CIM techniques reviewed. Other topics cover indexing and retrieval techniques, systems design, alphanumeric and graphic applications. Future trends in micrographic technology are indicated. For individual titles, see N77-10946 through N77-10953.

N77-10946# National Micrographics Association, Silver Spring.

MICROGRAPHICS AND COM: A STATE-OF-THE-ART AND MARKET REPORT

Don M. Avedon In AGARD Rev. of Develop in Computer Output Microfilm (COM) and Micrographic Technol. Present and Future Sep. 1978 6 p (For primary document see N77-10945

Avail: NTIS HC A04/MF A01

An overview of migrographics, computer input migrofilm and computer output microfilm at let speed is given. The scope, the boundaries and the use of micrographics are discussed. Author

N77-10947# Daker (G. G.) and Associates, Surrey (England). MICROGRAPHIC FUNDAMENTALS

G. G. Baker In AGARD Rev. of Develop in Computer Output Microfilm (COM) and Micrographic Technol, Present and Future Sep. 1976 10 p (For primary document see N77-10948 01-82) Avail: NTIS HC A04/MF A01

A general introduction to the technology of micrographics is given and the microforms in use in Europe, the equipment available and the concepts of recording, film processing and readout are described. Some of the common indexing methods are disquesce and illustrated. Details and illustrations are also provided for film cartridges and cassettes, film duplicating equipment, lacketing equipment, fighe production equipment, automated fighe systems. aperture card equipment and microfilm carnorus. Multirula of computer output microfilm (COM) recording are described and two popular fiche formats used for COM operations are

N77-10948# Micord Corp., Kingston, N. H. COM RECORDING TECHNIQUES AND RECORDERS

George H. Harmon In AGARD Rev. of Develop, in Computer Output Microfilm (COM) and Micrographic Technol., Present and Future Sep. 1976 6 p (For primary document see N77-10945) 01.821

Avail. NTIS HC A04/MF A01

Various techniques for the conversion of data, techniques for character and vector generation, and the means for implementing the concepts in computer output microfilm recorders are described. Also included is a discussion of the various Computer Output Migrofilmers available today. Mention is also made of the concepts of Computer Input from Microfilm, Author

N77-10949# Microfilm Sciences Corp., Hew York INDEXING AND RETRIEVAL TECHNIQUES

Franklin I. Bolnick In AGARD Rev. of Develop in Computer Output Microfilm (COM) and Micrographic Technol., Present and Future Sep. 1976 6 p (For primary document sec N77-10948

Avail NTIS HC A04/MF A01

A review of the state-of-the-art in available storage and retrieval methods and techniques used with inicrographic systems is given. Roll film, flohe and apenture card systems with their manual, semi-automatic and fully automatic retrieval equipment are evaluated, analyzed and compared. The relationship of updatable microfilm to storage and retrieval systems are explained

N77-10980# Central Computer Agency, London (England) THE SYSTEMS APPROACH TO COMPUTER OUTPUT MICROFILM

Bernard Terry In AGARD, Rev. or Develop, in Computer Cutput Microfilm (COM) and Micrographic Technol., Present and Future Sep. 1976 5 p (For primary document see N77-10945 01-82) Aveil: NTIS HC A04/MF A01

The use of COM was primarily based on the need to escape from the avalanche of paper emanating from computer systems and to minimize the escalating costs of printing, duplication and distribution. The scope for the systems analyst to apply his experience to the tasks to be 'dumped' to microform was inhibited by the need to accept existing page layouts in order to effect the transfer from paper with the minimum of time and effort to maximize savings. However even within these limitations there are design options open to the analyst, and these are identified and explored with a view to optimizing benefits and cost savings. The range of COM techniques and hardware features, together with the systems implications, are described. The potential for developing novel output systems utilizing the particular advantages of COM is discussed.

N77-10961# Zytron Corp., Manlo Park, Calif

APPLICATIONS: ALPHANUMERIC

Truett E. Airhart In AGARD Rev. of Develop, in Computer Output Microfilm (COM) and Micrographic Technol., Present and Future Sep. 1976 7 p (For primary document see N77-10945

Avail: NTIS HC A04/MF A01

Alphanumeric applications of computer technology are discussed and the technological advances assessed.

N77-10952# Micord Corp., Kingston, N. H. COM APPLICATIONS: GRAPHIC

George H. Harmon In AGARD Ray, of Develop, in Computer Output Microfilm (COM) and Micrographic Technol., Present and Future Sep. 1976 2 p (For primary document see N77-10945

Avail: NTIS HC A04/MF A01

With the advanced design of Computer Output Microfilm recorders the possible applications for use are almost limitiess. Nearly any symbol, or character can be created. Application areas discussed range through business, finance, engineering, graphic arts, printing, publishing, education, and scientific research. The types of recordings described range from charts and graphs of financial records, engineering drawings, chemical reports, and satellite recordings, to color charts, printed circuit masters and unimated movies.

N77-10953# National Micrographics Association, Silver Spring,

BIBLIGGRAPHY OF MICROGRAPHICS

In AGARD Rev. of Develop, in Computer Output Micronim (COM) and Micrographic Technol., Present and Future Sep. 1976 8 p refs (For primary document see N77-10945 01-82) AVEN: NTIS HC A04/MF A01

A selection of Lublications, from 1966 to 1975, covering many aspects of micrographics is given. The items are listed ahronologically, using the same numbering system as NMA's Micrographics Index, with the first two digits representing the year of publication. Entries have the same accession number in the Bibliography and in the Micrographics Index. Entries are indexed according to subject again using the same system as the Micrographics Index. Additional information on the content is provided in the brief annotation which is a part of each entry. The bibliography does not include journal orticles. These, together with additional books, pamphlets and reports, can be found in the M Lographics Index and its Supplement. The Micrographics Index is designed to provide a cumulative and comprehensive information base, with supplements or updates appearing each

N77-11907# Advisory Group for Aerospace Research and Development, Pans (France).

OCR AND ITS APPLICATION TO DOCUMENTATION: A

STATE OF THE ART REVIEW
Donald A. Bush (RADC, New York) and J. A. Wesver (Mullard
Res. Labs., Surrey, Engl.) Mar. 1976 37 p
(AGARD-AG-216; ISBN-92-835-1211-1) Avail: NTIS

HC A03/MF A01

The problems of producing scientific and technical documentation are surveyed in terms of application of Optical Character Recognition (OCR) techniques. The function and method of operation of OCR machines are described in outline, and the limitations are discussed. Recommendations are given for Improving documentation production, and areas for further research are suggested.

N77-15908# Advisory Group for Aerospace Research and Development, Paris (France).

METHODOLOGY OF LARGE DYNAMIC FILES

A. K. Gillis (Harris Corp., Melbourne, Fla.) Dec. 1976 24 p ISBN-92-835-1233-31 Avail: NTIS AGARD-R-649. HC A02/MF A01

Data collection, conversion, storage, and retrieval trends were examined. Entity formatting and element transformation were discussed as well as digital storage alternatives and storage hierarchy. Data base management, management systems software, and implementation considerations concerning data retrieval were

N77-16930# Advisory Group for Aerospace Research and Development, Paris (France)

ADVANCEMENTS IN RETHIEVAL TECHNOLOGY AS RELATED TO INFORMATION SYSTEMS

Dec. 1976 154 p. refs. In ENGLISH: partly in FRENCH Proceedings of Tech Inform. Panel Specialists Meeting, Arlington, Va., 20-21 Oct. 1976

AGARD-CP-207 ISBN-92-836-0183-7} Avail: HC 408/MF A01

Present and future applications of computer technology to information management are explored. For individual titles, see N77-16931 through N77-16946.

N77-16931# Imperial Coll. of Science and Technology, London (England). Dept. of Computing and Control.

THE ROLE OF THE MINICOMPUTER IN THE INFORMATION RETRIEVAL BUSINESS

B. K. Penney In AGARD Advan. In Retrieval Technul. as Related to Inform Systems Dec. 1976 8 p. refs (For primary document see N77-16930-07-82)

Avail: NTIS HC A08/MF A01

The difference in characteristics between minicomputers and mainframes are discussed. Various aspects of the use of computers in information retrieval are examined to determine the areas which may be better or more profitably served by minicomputers than by the more usual mainframe system.

N77-16932# Defence Research Information Centre, Orpington

THE USE OF A MINI-COMPUTER AT THE DEFENCE RESEARCH INFORMATION CENTRE (DRIC)

George W. Hart In AGARD Advan, in Retrieval Technol. as Related to Inform. Systems. Dec. 1976, 13 p. refs (For primary) Avail: NTIS HC A08/MF A01

The functions of the Defense Research Information Center (DRIC) are outlined. A minicomputer is used to prepare the 'Abstracts Bulletin' and its indexes, and to provide data on the exchange of reports with foreign countries. Future possible applications for the computer are described. These include a register of the intorests of DRIC's customers, a loans control system particularly for classified reports, theseurus look up to help the scientific staff, and information retrieval (both SDI and retrospective). A brief summary of other uses of computers in the UK Ministry of Defense information and library services is included.

N77-16933# Stadt- und Universitaetsbibliothek, Frankfurt am Main (West Germany).

MINICOMPUTERS IN LIBRARY CIRCULATION AND CONTROL

Klaus-Dieter Lehmann In AGARD Advan in Retrieval Technol. as Related to Inform. Systems Dec. 1976 5 p refs (For primary document see N77-16930 07-82) Avail: NTIS HC AOB/MF AO1

The growing need for information services pases increasing problems for libraries and documentation centers. Date processing techniques provide several possibilities for improvement, among the most recent techniques are the use of minicomputers. A description of the mode of operation in library loan posting is given, as well as a discussion of the extent and structure of data, linkage possibilities, and special operational features. For these specialized applications a short survey of the hardware configuration and software of minicomputers is also presented. Comparison is made between a stand alone system and a minicomputer connected to a background computer. This study is based on actual projects existing in the Federal Republic of

N77-16934# Zentralistelle fuer Maschinelle Dokumentation (ZMD), Frankfurt (West Germany).

THE MINICOMPUTER'S ROLE IN DATA RECORDING FOR INFORMATION RETRIEVAL PURPOSES AND PRINTED INFORMATION

Horst Zuchel In AGARD Advan. in Retrieval Technol. as Related to inform. Systems Dec. 1976 4 μ refs (For primary document see N77-16930 07-82)

Avail NTIS HC A08/MF A01

Possibilities to reduce the mental part in data recording in order to achieve more efficiency are explored. The present state of minicomputer development offers suitable facilities for Improving data recording for information retrieval purposes and for printed information. The hardware configuration, the developed program packages and also the experience gained are described. Author

N77-16936# National Physical Lab., Teddington (England). INTERNATIONAL DATA COMMUNICATIONS: PROSPECTS AND PROBLEMS

D L A Barber In AGARD Advan in Retrieval Technol as Related to Inform. Systems Dec. 1976 8 p. refs (For purpary document see N77-16930 07-82)

Avail: NTIS HC A08/MF A01

The evolution of international data communications is reviewed. Future possibilities for development are discussed along with some reference to the European Informatics, and the Europet Project. A discussion of problems at the user level is included.

№77-16936# European Space Agency, Frascati (Italy). Space Documentation Service.

MAXIMISING THE USE OF AN INFORMATION SERVICE IN AN INTERNATIONAL ENVIRONMENT

W. A. Martin In AGARD Advan. in Retrieval Technol. as Related to Inform, Systems Dec. 1976 18 p refs (For primary document see N77-18930 07-82)

Avail: NTIS HC AOB/MF A01

The development of the European Space Agency Space Documentation Service (SDS) from 1964 to date is briefly reviewed. SDS database policy, which must satisfy the needs of both the agency and its member countries, is explained and utilization trends for all major databases examined. Based on a target of self-support since 1971, the evolution of SDS charging policy and the integration of the recently introduced RTC (remote terminal concentrator) are described. The derivation of database related costs, their potential for reduction, and the useful price reductions which would result from a significant increase in overall system load factor are outlined. The consequences and implications of working in an international environment are reviewed, and the particular problems of data communications in Europe are emphasized. The exponential growth in demand for information services as indicated by recent projections is noted, highlighting the need to Improve and simplify current types of service; ongoing experimental work at SDS on an Integrated Information base is briefly mentioned including some thoughts on the multi-lingual

N77-16937# Paris V Univ. (France)

A HUMAN BIOMETRY DATA BANK
A. M Coblentz /n AGARD Advan. in Retrieval Technol. as
Related to inform. Systems Dec. 1976 14 p. in ENGLISH and FRENCH (For primary document see N77-16930 07-82) Avail NTIS HC A08/MF A01

The collection and use of individual anthropometric measurements gathered over several decades on a large number of world populations is reported. Data recording and reduction methods are described. Use of the data bank in equipment design is

N77-16938# Massachusetts Inst. of Tech., Cambridge. THE VIRTUAL-SYSTEM CONCEPT OF NETWORKING BIBLIOGRAPHIC INFORMATION SYSTEMS

J. Francis Reintjes. In AGARD. Advan. in Retrieval Technol. as Related to Inform Systems Dec. 1978 7 p. ref (For primary document see N77-16930 07-82)

(Grants NSF SIS-74-18165; NSF SIS-75-22946) AVAIL NTIS HC AOB/MF AO1

From a retrieval effectiveness viewpoint, it is highly desirable to allow the seeker of information to engage the information system himself rather than to have him work through another person. Bacause of the histerogenalty that presently exists among data bases and systems that contain them; however, placing the sesker directly online is impractical. A system is described which conveys the impression of standardization to the information seeker through use of a computerized interface translator interposed between end users and the systems they wish to access. The interface thus creates a uniform virtual system, and it is this single, virtual system, that the user engages.

N77-16939# National Bureau of Standards, Washington, D.C. Office of Standard Reference Data

THE NATIONAL STANDARD REFERENCE DATA SYSTEM Stephen A. Rossmassler In AGARD Advan in Retrieval Technol as Related to Inform Systems Dec. 1976 4 p. refs (For primary document see N77-16930 07-82) AVAIL NTIS HC A08/MF A01

The National Standard Reference Data System is a coordinated, but decentralized effort to increase the reliability and availability of numerical data used in and produced by the physical sciences and engineering. Individual data projects on apacific technical subjects are established to extract, evaluate, and compile. in a systematic manner, all relevant data from the scientific journal and technical report literature. The evaluation process compresses the original data, and the systematic treatment aids the user in filling his data needs. Sophisticated data-handling capabilities including on-line information and data retrieval are developed in individual data centers and also in a central data systems design group.

N77-16940*# National Aeronautics and Space Administration. Goddard Space Flight Center, Greenbelt, Md. SYNTHESIS AND DISTRIBUTION OF ENVIRONMENTAL

SATELLITE DATA James I. Vetta In AGARD Advan, in Retrieval Technol. #8 Related to Inform. Systems Dec. 1976 11 p. refs (For primary document see N77-18930 07-82)

Avail: NTIS HC A08/MF A01 CSCL 05B
The activities of two National Oceanographic and Atmospheric Administration and two National Aeronautics and Space Administration facilities involved in the synthesis or distribution of space environmental data are reviewed. The data products. user services, and pertinent publications are given. The computer systems that support three of these facilities are discussed and some details of the synthesis procedures are given. Data from the following satellite series are included in the discussion: TIROS, NIMBUS, ESSA, NOAA, SMS/GOES, ATS, and SOLRAD. Orbital position data for HAWKEYE 1, IMP H and J, VELA 5B, PIONEERS 6-9, PIONEER 11, HELIOS 1 and 2, and SOLRAD 11A and 11B in several coordinate systems are discussed.

N77-16941# Oak Ridge National Lab., Tenn. Environmental

DEVELOPMENT AND APPLICATIONS OF SPATIAL DATA RESOURCES IN ENERGY RELATED ASSESSMENT AND PLANNING

Richard J. Olson, F. Glenn Goff, and Jorry S. Olson In AGARD Advan, in Retrieval Technol, as Related to Inform, Systems Dec. 1976 7 p refs (For primary document see N77-16930 07-82) (Publ-901) Avail: NTIS HC A08/MF A01

A spatial database for the Eastern United States at the county-subcounty unit level of resolution is described. The database contains information on terrain, water resources, climate, land use, forest resources, agriculture, wildlife resources, critical natural areas, human population and energy uses. A spatial hierarchy of metric, geodetic and geopolitical scales is defined as a framework to organizing the data. Building blooks that can be assembled or aggregated to satisfy analysis needs allow accessing more detailed spatial data by using pointers to information not stored in the database. Uses of the database are related to the capability to cross-reference and integrate information in various subject sectors, utilizing spatial units and temporal periods commensurate with regional themes. An investigation of potential changes in vegetation patterns related to predicted temperature changes from increased atmospheric CO2 is presented to illustrate an ongoing application of data resources. Other themes include coal extraction, landscape patterns, habitat and population dynamics of selected biological species, and energy facility siting

N77-16942# National Bureau of Standards, Washington, D.C. Physical Chemistry Div.

EVALUATED NUMERICAL DATA FOR THE SST AND CHLOROFLUOROCARBON PROBLEMS: A CASE STUDY OF HOW TO HELP THE ENGINEER AND THE MODEL-

David Garvin and Robert F. Hampson In AGARD Retrieval Technol. as Related to Inform. Systems Dec. 1976 6 p refs (For primary document see N77-16930 07-82) Avail NTIS HC AOB/MF AO1

Activities of the Chemical Kinetics Information Center in support of the Climatic impact Assessment Program are reported. These include planning, identification of needed measurements and available measurements, determination of the needs of users. evaluation of data. Interpretation of results for non apacialists

DOCUMENTATION AND INFORMATION SCIENCE

and distribution of tables of rate data. This type of role is suitable for an information analysis center in any large scale interdisciplinary

N77-16943# Rome Air Development Center, Griffiss AFB, N.Y. HOLOGRAPHIC DATA STORAGE AND RETRIEVAL SYSTEM

Fied N. Haritatos and Jack D. Petruzelli. In AGARD. Advan. in Retrieval Technol, as Related to Inform, Systems Dec. 1976 17 p (For primary document see N77-16930 07-82) Avail: NTIS HC A08/MF A01

A system is described for validating the concept of holographic data storage. The equipment comprises a microfiche recorder, a subsystem controller/computer (PDP 11/15), and a microfiche reader. Input devices include magnetic tape, document digitizer, and modem coupler. Output is in the form of a human residable machine readable (HRMR) microfiche, hard copy, magnetic tape, or digital signal to a host computer via a modern unit. System access and display is through the display terminal.

N77-16944# Mitre Corp., Bedford, Mass.
MULTIMODE NETTING BY WIDEBAND CABLE

Victor A. Demarines and George A. Fagan In AGARD Advan. in Retrieval Technol. as Related to Inform. Systems Dec. 1976 9 p (For primary document see N77-16930 07-82) Avail: NTIS HC A08/MF A01

Coaxial cable systems using multimedia bus technology are proposed to support transparent, efficient, expandable, and easily integrable networks needed to exploit new information system concepts. The most appropriate users of the cable system are in large buildings or spatially compact areas where there is need for a wide variety of communications services. Applications cited are military bases, government offices, hospitals, large insurance company headquarters, and highly automated manufacturing complexes.

N77-16945# Advisory Group for Aerospace Research and Development, Paris (France).

TERMINAL ACCESS TECHNOLOGY OF THE 1990S

Craig Fields. In AGARD. Advan. in Retrieval Technol. as Related to Inform. Systems Dec. 1976 5 p (For primary document see N77-16930 07-82) Avail: NTIS HC A08/MF A01

The needs of office workers in the 1990's are predicted. The application of computers to teleconferencing is illustrated in ten examples and shown to be cost effective. Research in applying the electroencephalogram as a communication channel between men and computers is discussed. Geographic data management systems are described for regaining the advantages of paper in

document retrieval, source of text authentication, and communication about the sender. Intensive and accessible work environments are also discussed.

N77-16846# Informatics, Inc., Woodland Hills, Calif.
IMPLICATIONS OF FUTURE DEVELOPMENTS IN COMPUT-ING TECHNOLOGY

Frank V. Wagner In AGARD Advan. in Retrieval Technol. as Related to Inform. Systems Dec. 1976 12 p refs (For primary document see N77-16930 07-82)

Avail: NTIS HC A08/MF A01

A review is made of cost/performance trends in computing technology, including hardware elements and software development. The resulting impact on computer systems architecture is briefly covered. Particular emphasis is placed on the trend toward decentralization. The development of distributed computing and the use of modern dedicated small computers is examined and analyzed. An explanation is given for Grosch's Law, which has described the relationship of computing power and computer price. Recent developments may invalidate the conclusion based on Grosch's Law that any enterprise should get its data processing done on the largest possible computer that the enterprise can afford to acquire, or to which it can afford to buy access. Conclusions are drawn that a radical revolution in the use of computers has begun, and that in the future, a new principle of decentralized computing may replace Grosch's Law.

¥77.72041 Advisory Group for Aerospace Research and Development, Paris (France).

A SURVEY OF MECHANIZATION AND DOCUMENTATION ACTIVITIES IN AGARD NATIONAL DISTRIBUTION CENTERS

R. H. Howe Feb. 1975 64 p

(AGARD-R-77) Avail: Advisory Group for Aerospace Research and Development, Paris, France NATO- Classified report

NOTICE: Available to U.S. Government Agencies.

Extent of mechanization of documentation activities was investigated by means of a questionnaire sent to 23 AGARD National Distribution Centers and closely linked centers. Seventeen organizations returned completed questionnaires, and of these, eight had mainly manually operated systems and the remainder mechanized, or partially mechanized, systems. Data on type of input, subject coverage, end method of indexing were compared for all organizations replying. For organizations with mechanized or partially mechanized systems, data were given on hardware onfigurations, software, applications, network operation, and use of commercial documentation data processing services and data

83 ECONOMICS AND COST ANALYSIS

Includes cost effectiveness studies.

N75-19073# Advisory Group for Aerospace Research and Development, Paris (France).

A GUIDE TO REPROGRAPHIC PROCESSES FOR THE SMALL USER

T. Hampshire (Natl. Reprographic Centre for Doc.) Jan. 1975 40 p

(AGARD-AG-199; AGARDograph-199) Avail: NTIS HC \$3.75 Detailed information is given on the various reprographic processes and systems available. The information is divided into the three main areas of reprography: photocopying, duplicating and printing, and micrographics. The method of operation of the processes is provided and the various characteristics and application suitability are given for each process. Equipment illustrations are presented to show type rather than specific company's product. A list of major international manufacturors of equipment is included as a guide from where specific information can be obtained.

85 URBAN TECHNOLOGY AND TRANSPORTATION

Includes applications of space technology to urban problems; technology transfer; technology assessment; and surface and mass transportation. For related information see 03 Air Transportation and Salety, 16 Space Transportation, and 44 Energy Production and Conversion.

N78-25098# Advisory Group for Aerospace Research and Development, Paris (France).

THE PROBLEM OF OPTIMIZATION OF USER BENEFIT IN SCIENTIFIC AND TECHNOLOGICAL INFORMATION TRANSFER

Mar. 1975 116 p refs Presented at Tech, Inform. Panel Specialists' Meeting. Copenhagen, 8-9 Oct. 1975 (AGARD-CP-179; ISBN-92-835-1213-8) Avail: NTIS HC \$5.50

The user/information service interface is examined and user problems are defined particularly for serospace, scientific, and technical information. Topics discussed include: role of communication and direct personal communication in the transfer of technology; influence of information flow on the organization of an industry or research and development institution; information utilization in government and industry research institutions; and user requirements in the various fields. For individual titles, see N76-25099 through N76-25114.

N76-25099 Association of Special Libraries and Information Bureaux, London (England).

THE ROLE OF COMMUNICATION IN TECHNOLOGICAL INNOVATION

John Martyn /n AGARD The Probl. of Optimization of User Benefit in Sci. and Technol. Inform. Transfer Mar. 1976 3 p refs (For availability see N76-25098 15-85)

Communication is described as a two-way process, involving the sotive participation of both the originator and recipient of a communication. Results of various studies are reviewed indicating that good communications, internal and external, characterize organizations which are successful technological innovators. It is concluded that responsibility for the establishment of good formal (information services) and informal (person to person) communication and information flow rests with management.

Author

N76-25100 Massachusetts Inst. of Tech., Cambridge. Sloan School of Management.

THE IMPORTANCE OF DIRECT PERSONAL COMMUNICA-TION IN THE TRANSFER OF TECHNOLOGY Thomas J. Allen In AGARD The Probl. of Optimization of

Thomas J. Allen In AGARD The Probl. of Optimization of User Benefit in Sci. and Technol. Inform. Transfer Mar. 1976 10 p. refs (For availability see N76-25098 15-85)

Technical communication in industrial firms is discussed. Heavy reliance upon face-to-face communication to transfer technology in industry, and interpersonal contacts among scientists, both domestic and foreign, to foster national and international transfer of technology are emphasized. Effective management of information flow for technology acquisition and dissemination is considered.

J.M.S.

N76-25101 National Research Council of Canada, Ottawa (Ontario). Technical information Service.
TECHNOLOGICAL UP-DATING FOR THE MANUFACTURING INDUSTRY

Gerard Kirousc In AGARD The Probl. of Optimization of User Benefit in Sci. and Technol. Inform. Transfer Mar 1976 3 p refs (For availability see N76-25098 15-85)

Information services designed to keep the manufacturing industry technologically up-dated are described. Author

N76-25102 Nord-Video, Stockholm (Sweden).
ALTERNATIVE MEDIA FOR INFORMATION TRANSFER
Bengt-Arne Vedin In AGARD The Probl. of Optimization of
User Benefit in Sci. and Technol. Inform. Transfer Mar. 1976
5 p (For availability see N76-25098 15-85)

Different factors affect the medium to be chosen for the transmission of a message: receiver needs, message contents, channels available, costs, necessity of retrieval, etc. A method for comparing different medie is outlined, and the impact or efficiency of different appeals to our senses are reviewed. The analysis is also applied to new media just being introduced.

Author

N76-25193 Connecticut Univ., Storrs. New England Research Application Center.

MAXIMIZING USER BENEFIT FROM A TECHNICAL INFORMATION CENTER

Daniel U. Wilde In AGARD The Probl. of Optimization of User Benefit in Sci. and Technol. Inform. Transfer Mar. 1976 3 p (For availability see N76-25098 15-85)

Dissemination of the results of NASA research to business and industry, colleges and universities, and state and local governments is discussed. The New England Research Application Center's operating procedures and efforts to increase user benefits and thus ensure successful technology transfer are reviewed.

N75-25104 Dansk Teknisk Oplyaningstjeneste, Copenhagen.
THE INFLUENCE OF INFORMATION FLOW ON THE ORGANIZATION OF AN ENTERPRISE

ORGANIZATION OF AN ENTERPRISE
Kjeld Klintoe In AGARD The Probl. of Optimization of User
Benefit in Soi. and Technol. Inform. Transfer Mar. 1976 9 p
refs (For availability see N76-25098 15-85)

The concept of an enterprise, the role of information, and how the information flow could be organized to make an impact on the performance and result of the operations of an enterprise are discussed.

Author

N76-25105 United Nations Educational, Scientific and Cultural Organization, Paris (France). International Social Science Council

ON THE USE OF QUANTITATIVE DATA IN INFORMATION SCIENCE

Eric DeGroller In AGARD The Probl. of Optimization of User Benefit in Sci. and Technol. Inform. Transfer Mar. 1976 9 p refs (For availability see N76-25098 15-85)

The development of information science is briefly considered. Emphasis is placed on the pitfells encountered in constructing an information system, and suggestions are presented for future research.

N76-25106 Studiengruppe fuer Systemforschung, Heidelburg (West Germany),

THE CHARACTERISTICS REQUIRED TO MAKE A GOOD INFORMATION SPECIALIST

Werner Kunz In AGARD The Probl. of Optimization of User Bensfit in Sci. and Technol. Inform. Transfer Mar. 1976 4 p refs (For availability see N76-25098 15-85)

From the current situation and the nature of problems in the information sciences, the different kinds of information scientists demanded are described. A number of tasks that may be performed by information scientists are listed. Topics to be taught are identified, and proposals are made for organizing the educational course structure for information scientists. Author

N76-25107 Danish Atomic Energy Commission, Risos.
INFORMATION UTILIZATION IN GOVERNMENT RESEARCH INSTITUTIONS: AN ATTEMPT AT A USERORIENTED APPROACH

Eva Pedersen In AGARD The Probl. of Optimization of User Benefit in Sci. and Technol. inform. Transfer May. 1976 3 p refs (For availability see N76-25098 15-85)

The importance of close cooperation between the research worker and the research library is exemined. The requirements to the library from a user point of view are discussed. Direct access for scientists to on-line data bases is stressed, but the human element is advocated as being more important than computerized services.

Author

N76-25106 Victoria State Coll., Hawthorn (Australia).
USER RESPONSE TO THE SDI SERVICE DEVELOPED AT
AERONAUTICAL RESEARCH LABORATORIES, AUSTRALIA

Margaret O. Sheppard In AGARD The Probl. of Optimization of User Benefit in Sci. and Tochnol. Inform. Transfer Mar 1976 9 p. refs (For availability see N75-25098 15-85)

A computer-based SDI system developed at the Auronautical Research Laboratories, Australia, using an unsophistic ited search logic, has been operating and developing for nearly five years interrogating ADSATIS and U.S. NTIS GRA magnetic tapes for over 130 research oriented users. An analysis was made of use statistics. The response to a recent questionnaire concerning information gethering habits of ARL research staff and the role of ARL SDI service within the overall pattern of information seeking is discussed in some detail. As a result, it is considered that an ARL type SDI system can be recommended when the

system is designed to serve scientific research staff in what may be regarded as a fairly typical research establishment. Once in operation, an ARL type SDI system can be elaborated for those who require a more sophisticated service, but experience at ARL suggests that the needs of the majority will be met by the simpler SDI service.

N76-25109* National Aeronautics and Space Administration, Washington, D.C.

LISTENING TO THE USER: A CASE STUDY

Harold E. Pryor In AGARD The Probl. of Optimization of User Benefit in Sci. and Technol. Inform. Transfer Mar. 1976 7 p (For availability see N76-25098 15-85)

The managers of the NASA Scientific and Technical Information System consistently maintain that whatever scientific and technical information services and products are provided must be geared primarily to user needs and not simply system compatibility and convenience. A system evaluation study begun in 1973 and continued to the present is described. The thrust of this on-going examination is to regularly evaluate the usefulness of the present information system to those it is intended to serve, engineers and scientists working in their professional roles, and to identify areas and ways in which the system can be made more responsive to user needs. Techniques used have covered the range from personal, in-depth interviews to widely distributed questionnaires. The findings have been positive. Many refinements made to on-going programs and projects and new endeavors begun in direct response to stated user needs are discussed. In the main these needs are not unreasonable and thus can be responded to with cost effective system modifications.

N76-25110 Department of Industry, London (England). Research Contractors Div.

INFORMATION REQUIREMENTS OF ENGINEERING DESIGNERS

J. R. Sutton In AGARD The Probl. of Optimization of Usor Senefit in Sci. and Technol. Inform. Transfer Mar. 1976 8 p. refs (For availability see N78-25098 15-85)

The information requirements of engineering designers are examined in the light of several surveys. The information requirements of mechanical engineers differ from those of scientists and the information requirements of designers differ from those of other mechanical engineers. Some of the results of a survey of information requirements of engineering designers are reported. Designers prefer familier and convenient sources of information.

N76-25111 Brown, Boveri und Cie, A.G., Mannhelm (West Zentralstelle fuer Technische Dokumentation. INDUSTRY DOCUMENTATION: A NECESSARY EVIL Werner Diers In AGARD The Probl. of Optimization of User Benefit in Sol. and Technol. Inform. Transfer Mar. 1976 10 p refs (For availability see N76-25098 15-85)

Documentation of technical and scientific literature in industry in the Federal Republic of Germany is discussed in terms of user needs. The advantages of a centralized, computerized documentation center are reviewed.

N76-25112 Norwegian Center for Informatics, Oslo. THE VOICE OF THE USER: HIS INFORMATION NEEDS AND REQUIREMENTS (WHICH ARE NOT WHAT THE INFORMATION SPECIALISTS THINK THEY ARE)

A. Disch. In AGARD. The Probl. of Optimization of User Benefit in Sci. and Technol. Inform. Transfer Mar. 1976 8 p refs (For availability see N76-25098 15-85)

Two user studies were carried out in Norway. In the first one 1,400 engineers were asked to list those information sources that they had used lately and which had proved to be of practical value in their daily work. The follow-up study was a detailed study of the information gathering habits of a limited number of users. It was found in both studies that the traditional information channels were of little value to the practical user. Two attempts to remady these findings are described.

N76-25113 Georgetown Univ., Washington, D.C. THE GATEKEEPER HYPOTHESIS AND THE INTERNA-TIONAL TRANSFER OF SCIENTIFIC KNOWLEDGE Arnold J. Herzog In AGARD The Probl. of Optimization of User Benefit in Sci. and Technol. Inform. Transfer Mar. 1976 9 p. refs (For availability see N76 25098 15-85)

The transfer of information across international boundaries is discussed. Interpersonal contacts, both domestic and foreign are considered the means of diffusing information from the industrial community and the scientific community. Economic factors are included.

N76-25114 Advisory Group for Aerospace Research and Development, Paris (France). APPLYING THE USER/SYSTEM INTERFACE ANALYSIS RESULTS TO OPTIMIZE INFORMATION TRANSFER

Summary of Panel Discussion

E. T. Sharp, ed. (Shape Technical Centre) In its The Probl. of Optimization of User Benefit in Sci. and Techol, Inform Transfer Mar. 1976 10 p (For availability see N76-25098 15-85)

A summary is provided of the highlights of the various papers presented. Topics covered include: the role of communication in technological innovation, the importance of direct communication, user requirements, and the market in which the information service should operate. A general discussion of issues is

99 GENERAL

N75-15595# Advisory Group for Aerospace Research and Development, Paris (France). DIRECTOR'S ANNUAL REPORT TO THE NORTH ATLANTIC MILITARY COMMITTEE 1973 83 p refs

Avail: NTIS HC \$4.75

The activities of AGARD are reviewed. The following panel programs are discussed: (1) serospace medicine: (2) avionics; (3) electromagnetic wave propagation: (4) flight mechanics; (5) fluid dynamics; (6) guidance and control; (7) propulsion and energetics; (6) structures and materials; and (9) technical information. The meetings held, the publication produced, and consultant services rendered are presented.

J.M.S.

N75-18155# Advisory Group for Aerospace Research and Development, Paris (France). DICTIONARY OF FRENCH TERMS USED IN DOCUMENTA-TION DICTIONNAIRE DE TERMES FRANÇAIS UTILISES EN DOCUMENTATION)

J. D. Klopp 1974 94 p in FRENCH (AGARD-AG-180; AGARDograph-180) Avail: NTIS HC 84.75 A dictionary, covering scientific terms used to document information, is presented. Approximately 1,440 items are listed. Transl. by E.H.W.

N74-18167# Advisory Group for Aerospace Research and Development, Paris (France). AGARD BULLETIN: MEETING, PULICATIONS, MEMBER-SHIP

Jan. 1975 73 p

(AGAND-Bull-76-1) Avail: NTIS HC \$4.25

The Advisory Group for Aerospace Research and Development (AGARD) bulletin containing information on all planned 1975 meetings is presented. The information includes dates, locations, and descriptions of the themes. A list of all AGARD publications which were released in 1974 and abstracts of the reports is provided. The membership of the various AGARD conmittees is reported in a document which identified the name of each representative and the country represented.

N76-18037# Advisory Group for Aerospace Research and Development, Paris (France). AGARD BULLETIN: MEETINGS, PUBLICATIONS, AND MEMBERSHIP

Jan. 1976 73 p refs

(AGARD-Bull-76-1) Avail: NTIS HC \$4.50

Information on the following was presented: (1) all AGARD meetings planned for 1976, including dates, locations, and brief descriptions of their themes, (2) list of all AGARD publications released in 1975, together with their abstracts, (3) AGARD membership lists as of 1 January 1976.

N76-18038# Advisory Group for Aerospace Research and Development, Paris (France). AGARD BULLETIN. TECHNICAL PROGRAM 1976 Jun. 1975 36 p refs (AD-A010370; AGARD-Bull-75-2) Avail: NTIS HC 34.00 CSCL

05/2 A chronological listing of meetings scheduled for 1976 is presented. Detailed descriptions of AGARD programs and

publications are included; these include panels on serospace medicine, evionics, electromagnetic wave propagation, flight mechanics, fluid dynamics, guidance and control, propulsion and energetics, structures and materials, and technical information. MJ.S.

N76-19048# Advisory Group for Aurospace Research and Development, Peris (France). DIRECTOR'S ANNUAL REPORT TO THE NORTH ATLANTIC MILITARY COMMITTEE, 1974 Mar. 1978 80 p refs Avail: NTIS HC \$5.00

A summary of the scientific and technical achievements accomplished during 1974 by AGARD was presented. The following information was given: (1) meetings held. (2) publications produced and consultant services rendered. (3) detailed description of the various individual programs. (4) personnel listing, and (5) budget summary.

X75-70672 Advisory Group for Aeronautical Research and Development, Paris (France). DETECTION AND LOCATION OF SHELTERED AND DISPERSED AIRCRAFT, VOLUME 1: EXECUTIVE SUMMANY, VOLUME 2: APPENDIXES C. W. Cooper [Jul. 1973] 1 p (AGARD-AR-59) NATO-Classified report

NOTICE: Available to U.S. Government Agencies and Their

Contractors.

The nature of sheltered and dispersed aircraft and their environment is examined. Military requirements for reconnaissance, attack, and damage assessment are reviewed. The test provided a survey of information on a wide range of established and new sensing techniques. Technique capabilities were considered over a full range of lighting and weather conditions. Combination possibilities of sensors and information retrieval problems in real time were explored. Author

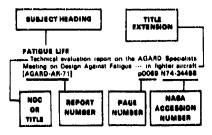
AGARD INDEX OF PUBLICATIONS (1974 - 1976)

PARTII: INDEXES

SUBJECT INDEX	1-1
PERSONAL AUTHOR INDEX	165
CORPORATE SOURCE INDEX	1-95
REPORT/ACCESSION NUMBER INDEX	1-113
ACCESSION/REPORT NUMBER INDEX	1115

AGARD INDEX OF PUBLICATIONS (1974 - 1976)

TYPICAL SUBJECT INDEX LISTING



The subject heading is the key to the subject content of the document. A brief description of the document, e.g., title or title plus a title extension, is included for each subject entry to indicate the subject heading context; these descriptions are arranged under each subject heading in accession number order. The report number helps to indicate the type of document cited. The page number identifies the page in the abstract section (Part I) on which the citation appears. The NASA accession number denotes the number by which the citation is identified on that page

A-S AIRCRAFT

Development of a system for scoring simulated bembing p0127 N76-29312

A-7 AIRCHAST

AMETRACTA

Application of digital fly-by-wire to fighter/attack potos N74-31448 Isolating nozzle eherbody Interaction parameters and size iffacts: A new approach --- flight and wind tunnel tests with A 7 siruralt p0029 N75-23503

AGARD Index of publications, 1971 - 1973 p0264 N75-17227

The National Standard Reference Data Rystem p0267 N77-16939

ACCELERATION (PHYSICS)

impulsive sources of serodynamic sound · · · shedding of kinetic energy due to rapid acceleration of large bodies p0256 N74-22642

Rapid flight vibration phenomens and spine fractures p0214 N78-27896

Ventricular pathology in swine at high sustained + G sub-p0220 N77-11646 Psycho-physiological and physio-chemical assessment of

reyco-physiologues and physio-chemical assessment of acceleration induced changes in humans positioned in various seatback angle configurations p0220 N77-11849 Coronary flow and myucardial biophemical responses to high sustained: < Q outr acceleration p0220 N77-11849 (Possible Possible Possible

high susteined: (G sub z scueleration p0220 N77-11649 ACCELERATION PROTECTION

The plus Gz protective methods for use in advanced fighter-attack aircraft
The physiology of high G protection p0231 N76-27861
A comparison of recent advances in British anti-G suit

design p0331 N76-27862
ACCELERATION STRESSES (PHYSIOLOGY)
Man at high sustained + Cz acceleration
[AGARD-AG-180] p0222 N74-21718

[AGARD-AG-190] p0222 M74-21719 Linear scaletation perception threshold determination with the use of a parallelswing p0210 M75-23097 The transmission of aliquiar acceleration to the heat the seated human subject p0213 M79-27689 of without a few or the seated human subject p0213 M79-27689 of without and combined streams of without and combined streams of without and combined streams of without and combined streams.

vioration and sustained G on pilo) performance
In-flight linear acceleration as a mean of vestibular crew
avaiuation and habituation ... motion sickness in flying
personnel
The pathophysiology of high sustained + 0 sub-acceleration. Item to accelerate the sustained and sustained and sustained and sustained to sub-acceleration. Item to accelerate the sustained of the sustained of the sustained and sustained to sustained the sustained of the sustained and sustained the sustained and sustained and sustained the sustained and sustained the sustained and sustained the su

tion. limitation to air combat manoeuvaring and the use of centrifuges in performance training (AGARD-CP-169) p0220 N77-11644

[AGARU-CF-169]
Effect of substaned +G sub-z acceleration on cardiac
output and fractionation of cardiac output in awake
numeture swine
p0221 N77-11650

ACCELERATION TOLERANCE

RELEMATION TOLERANCE
Centrifuge assessment of a reclining seat p0230 N77-11848 p0230 N77-11848

Utilization of human centrifuge for training military pilots the execution of protective straining manavers p022 | N77-11851

ACCELENOMETERS
AGARD hight test mattumentation series Volume 8 Open and closed toop accelerometers [AGARD-AG-180-VOL-8] p0078 N74-33948

ACCIDENT INVESTIGATION

Opths/mological segmination of laser workers and investigation of laser accidents p0150 N76-11315

investigation of laser accidents
ACCIDENT PREVENTION
Survey on biodynamic response to windblast in ejections
Pathogenetic machanism, analysis and prevention of
p0217 N75-32718 ACCURACY

Medium Accuracy Low Cost Navigation [AGARD-CP-176] p0059 N76-32148

GARD-CP-176] Medium accuracy low cost navigation systems for pC059 N76-32 i 52 helicopters

Ougt acquetics and mulflers ACQUETIC PATIGUE DOORS N78-30172

Acoustic fetigue design data, part 4
[AGARD-AG-152-PT-4]
AGGUSTIC MEASUREMENTS DO197 N75-18623

Methanisms of access jet noise · · · deviations of measured folse fields from pradictions of Lighthill theory po258 NY-22856 po258 NY-22856

of blade damage from noise spectrum measurements

Diade damage from noise spectrum measurements
p0094 N78-31087
Detection and determination of flaw size by acoustic
p0189 N76-18474

ACQUETIC PROPERTIES

influence of noise requirements on STOL propulsion system designs --- snelysis of scousitic properties of short takeoff sircraft p0087 N74-20422

Noise characteristics of an experimental lilting fan und crossiflow conditions ... shalpsis of steady at forces acting on lift fan blades pOSS DOCES N74-20426 Experiments concerning the flow de

dependent acquatic p0288 N74-22867 properties of perforated plates operaties of perforated plates proceed to Detection and determination of haw size by accustic mission runchracteristics of accustic emission instrumention avatems p0194 N74-23438

ACCUSTIC SIMULATION

Current research on the almulation of flight effects on the noise radiation of alteraft engines p0120 N76-25280 Problems of noise testing in ground-based facilities with ward-speed simulation p0121 N75-25281 ACCUSTICE

Ultrasonic and agoustic methods p0189 N76-16473 Development of the United Technologies Research Center oustic research tunnel and associated test techniques

DO120 N78-25279 ADAPTIVE FILTERS Adeptive signal selection for depersive channels and its practical implications in communications system design

p0166 N76-20323 Description of a self-adaptive system for data transmis-on through the ionosphere p0167 N78-20324 sion through the lollosphere

ADHESIVE SONDING
NDI of bonded structures p0189 N76-16480

ADIABATI J CONDITIONS
The electron beam fluorescence technique applied to hypersonic turbulent flows p0183 N77-11236 ADMINAL GLAND

Catecholamine excration from air cadets lets · · · adrenal gland p0211 N75-24303

ADRENAL METABOLISM

Time dependence of the flight induced incresse of free urinky cortical secretion in jet pilos p0237 N75-12597 ARRIAL EXPLOSIONS

rojectile Airburst and Impact Locating System (PAILS) p0111 N76-23292

ARRIAL RECONNAINSANCE

Detection and location of sheltered and dispersed aircraft
Volume 1: Executive summery. Volume 2 Appandixes
[AR58] p0272 X75-70672

AERODYNAMIC BALANCE Force balance techniques ARRODVNAMIC BRAKES

serodynamics of two-dimensis

p0024 N75-13809 APPODYNAMIC CHARACTERISTICS.

A theoretical and experimental investigation of the external-flow, jet-sugmented flap --- development of semi-empirical method for predicting performance charac-H0085 N74-20407

Aerodynamic guaracteristics of an experimental lifting fan under crossificw conditions p0088 N74-20425 n under creamow conditions
Operations practicality of fly away ejection seats
onliquiations and characteristics of several flyable ejection
set concepts

Prediction methods for sinceft serudynamic characterists - proceedings of conference on methods for predicting

Riccaft performance [AGARD LS 67]

DO084 N74 2844B

1138

Accodynamic prediction methods for sineraft at low speeds with mechanical high lift devices DOGGA N74-28447

Prediction of supersonic aircraft aerodynamic characteris-

Engine installation serodynemics -- design and optimisa-tion of situraft engine installations for subsonic and supersonic situraft pOOSS N74-2F453

The treatment of interaction of handling qualities, etablity, and control on structural loads by current specifications (AGARD-R-821) p0102 N74-30430

Some observations on uptions for a large transunic windtunnel p0109 N74 31740 Designing for maneuverability: Requirements and p0069 N74-32424

Hingeless rotoicialt flight dynamics --- research projects

to analyze serodynamic characteristics of rotan [AGAND-AG-197] p0023 N76-POC23 N76-10003 GARD-AG-197)
The effect of voriex generators on the development of poo24 N75-13810

a boundary laver UK research on aeronautical effects of surface winds and guats ··· application to improving alreaft handling qualities under turbulent conditions p0070 N76-15843

Technical evaluation report on Fiuld Dynamics Panel Imposium on V/STOL Aerodynamics

Symposium on V, (AGARD-AR-75) pQ176 N76-19585 Investigations on direct force control for CCV sircraft during approach and landing p0002 N78-21232 Determination of serodynamic delivatives from transfers

sponses in manoeuvring flight Estimation of elistic alignatic serodyr p0008 N78-30011

namic parameters p0008 N75-30028 p0018 N76-14036

Altoreth characteristics p0018 N76-14036 Flight measurements of the longitudinal seredynamic characteristics of a vectored thrust alroath (H8-P1127) throughout the transition ··· (V/STOL shoreth) p0122 N76-28286 UB Air Force Helicopter operational flight spectra survey mouram Peet and present p0073 N76-30211 US Air Force Helicopter operation p0073 N76-30213 Citique and summary of the specialists meeting on helicopter design mission load spectra p0073 N78-30213 Laser velocimetry applied to transionic and supersonic p0181 N77-11224

AERODYNAMIC CORFFICIENTS

Identification of nonlinear serodynamic stability and control parameters at high angle of atlack

p0004 N76-29988 p0038 N76-23168 Preface to figures and tables Systematical investigations of the influence of wind jurned inbulence on the results of model forze-measurements

pO119 N78-28289
Comparison of serodynemic coefficients obtained from theoretical calculations, wind tunnel tests, and flight tests data reduction for the Alpha Jet airoraft

DO122 N76-25298 Application of static and dynamic sendynamic coef-ficients to the methematical correlation of wind tunnel test results on sircraft spins p0107 N78-29287 Stability of helicoidal motions at high incidences

ABRODYNAMIC CONFIGURATIONS
Wind tunnel teating public with a service of the servi

Wind funnel teating with engine simulation for V/STOL airplanes --- characteristics of wind tunnel apparatus and wind tunnel models for tests of V/STOL sincets configura-tions

Some engine and aircraft design conside Some engine and aircraft design considerations affecting noise — application to conventional short range sircraft for operation from short and medium length runways pOGS7 N74-20421

Operational practicality of fly eway ejection seats -configurations and characteristics of several flysble ejectron
seat concepts
Prediction methods for strongly services otheracteria-

ins --- proseedings of conference on methods for predicting strong performance [AGARD-LS-67] po064 N74-26446 (GARD LE-87) p0084 N74-2844b External store asrodynamics for sircraft performance ediction p0085 N74-28484

prediction
Supplementary contribution on aircraft performance
Supplementary contribution on aircraft performance
VSTOL serodynamics: A review of the technology
pocks N74-26488
Wind tunnel investigation of three powered lift \$10L
concepts
Progrees report on mechanical flaps pocks N78-13789
Progrees report on mechanical flaps pocks N78-13806
A review of the litting characteristics of some jai lift
VSTOL configurations
Requirement for simulation in VSTOL research aircraft
programs
Impact on serodynamic design
Impact on serodynamics
Impact on serod

Terminal area considerations for an advanced CTOL	Airframe/propulsion system flow field interference and	Flow separation and aerodynamic excitation at transonic
transport arcraft p0001 N75-21223 Low-speed stability and control characteristics of	the effect on air intake and exhaust nozale performance p0030 N75-23508	speeds p0026 N78-22284 Fre-stall behavior of combat aircraft p0027 N76-22286
transport aircraft with particular reference to tailplane	Detailed experimental and theoretical analysis of the	Critical review of methods to predict the buffet penetration
design p0002 N75-21229 Some low speed aspects of the twin-engine short hail	serodynamic interference between lifting jets and the	capability of aircraft p0027 N75-22287 Model structure datermination and parameter identifica-
arrest VFW 614 p0002 N75-21230	fuselage and wing p0030 N75-23809 Airframe Engine Interaction for engine configurations	tion for nonlinear serodynamic flight regimes
Aircraft stalling and buffeling - Introduction and over-	mounted above the wing. Part 1. Interference between	p0007 N78-30018
view p0025 N75-22281 Aircraft dynamic response associated with fluctuating	wing and intake jet p0030 N75-23511	Stall/spin problems of military alteraft [AGARD-CP-199] p0108 N76-29245
flow fields p0026 N75-22285	A comparison of methods used in interfering lifting surface theory	The stall/spin problem p0108 N78-29248
Influence of configuration factors on buffeting p0017 N76-14029	[AGARD-R-843-SUPFL] p0039 N76-23163	The stall/spin pioblem - American Industry's approach p0108 N75-29247
Unstantly pressure measurements in wing with-store	Interference and nonplaner lifting surface theories	A comparison of model and full scale spinning characteris-
configurations p0038 N76-18063	p0039 N76-23164 The conplanar kernel functions p0039 N76-23165	tice on the lightning p0108 N78 29249
Effects of airframe design on spin characteristics p0107 N76-29265	Subsonic methods p0039 N76-23186	Stall behavior and apin estimation method by use of initiating balance measurements p0107 N76-29283
Wind tunnel tests and accodynamic computations.	Supersonic methods p0039 N76-23167	Limiting flight control systems p0107 N75-29256
thoughts on their use in serodynamic design p0019 N77-11979	Influence function method in wind tunnel wall interference	Stall/spin test techniques used by NASA p0107 N75-29258
AERODYNAMIC DRAG	problems p0116 N75-25220 Two-dimensional tunnel wall interference for multi-	A new analysis of spin, based on French reperience on
Aircraft lift and drag prediction and measurement p0064 N74-26449	element seroloils in incompressible flow	combet aircraft p0106 N78-28260 Epin investigation of the Hansa Jet p0106 N78-28261
The measurement of the transonic spillage drag of a	p0118 N76-25233 Measurement techniques for jet Interference effects	AGAND highlights, September, 1976
supersonio intaka p0027 N78-23488	p0116 N76-25240	[AGARD-HIGHLIGHTS-78/2] p0018 N78-31178
An experimental investigation of the component drag composition of a two-dimensional inlet at transunic and	AERODYNAMIC LOADS	AGARD handbook
supersonia speeds p0027 N75-23489	Noise characteristics of an experimental lifting fan under crossfrow conditions · · analysis of stoady and unsteady	(AGARD-HANDBOOK-722 28 00-REV)
Low speed injection effects on the serodynamic performance at transunic speed p0028 N75-23484	forces ecting on lift fan blades p0088 N74-20428	p0262 N75-14632 Flow field aspect of transonic phenomena
An experimental study of jet exhaust simulation	Spectrum of loading of alreast diagrams of typical flight-load profiles for teotical and transport aircraft	p0016 N76-14021
p0029 N75-23801	p0182 N74-23414	Buffet analysis p0017 N78-14028
Exhaust plume temperature effects on nozzle afterbody parformance over the transcolo Mach number range	Helicoptor operational loads spectrum and design	Unitedly serodynamics for example, in helicopters [AGARD-R-848] p0038 N78-24146
p0029 N78-23604	[AGAND-R-822] p0069 N74-33449	Unstandy aerodynamic prediction methods applied in
The influence of nacelle atterbody shape on simplane drag p0029 N78-23508	Low-speed stability and control characteristics of	sercelasticity p0038 N78-24147 Borne remarks on unsteady transonic flow unsteady
Reynolds number effects on boattall drag of exhaust	transport aircraft with particular reference to tailplane design p0002 N75-21229	serodynamics p0039 N76-24148
rossles from wind tunnel and flight tosis	Critical review of methods to predict the buffet penetration	Unitedly serodynamics of helicopter blades
p0029 N78-23506 Investigations on a plate with uniform boundary layer	capability of elerate p0027 N75-22287 Fretting in helicopters p0146 N75-22490	p0039 N76:24149 Fourier analysis end the correlation of speed with
suction for ground effects in the 3 m x 3 m low speed	Fretting in helicopters p0146 N75-22490 Calculation of aerodynamic loads on oscillating wing/	nonstationary serodynamics p0020 N77-11985
wind tunnel of DFVLR-AVA p0116 N76-25241 Flight/tunnel comparison of the Installed drag of wing	store combinations in subsonic flow p0031 N78-28018	French contribution to serodynamics of gas-particle mixtures p0182 N77-12383
mounted stores on the Muccaneer aircraft	Analysis of measured aerodynamic loads on an oscillating veing-store combination in subsonic flow	ARROELASTICITY
p0123 N76-28300	p0031 N75-28016	Status of two studies on active control of sercelastic
Design of turbine, using distributed or everage losses: effect of blowing p0041 N77-12021	Flutter suppression and structural load alleviation [AGARO-CP-178] p0070 N78-32086	response at NASA Langley Research Center p0102 N74-28663
AERODYNAMIC FORCES	Hydraulic controls for active flutter suppression and load	Unateady aerodynamic prediction methods applied in
An assessment of detorfynamic forces acting on the crewman during except p004.) N74-20761	sileviation p0071 N75-32104	sercelasticity p0039 N78 24147 Brief overview of some Air Force Flight Dynamics
Ground uffect on airfole with flaps or jet flaps	Wind tunnel test techniques for the measurement of unsteady stricads on peciliating lifting systems and full-apan	Laboratory research efforts in servelsationly and sero-
p0025 N78-13816	models p0040 N76-24180	acoustics feasibility analysis of feedback control of flutter
Accounting of serodynamic forces on sidrams/propulsion systems for designing military six craft	The unsteady serodynamic response of an airfoil cascade to a time-variant supersonic inlet flow field	using scale models of a 8-82 alread: p0040 N76-24181 Interferometric measurement of model deformation
p0030 N75-238Q7	p0099 N76-25196	p0117 N76-25247
Biodynamic Response to Windblast [AGARD-CP-170] 60217 N75-32715	Unsteady siriosds on a descude of staggered blades in	Model systems and their implications in the operation of pressured wind tunnels p0117 N76-29248
UBAF non-combat ejeution expellence 1988-1973	substitute police N78-28200 police Helicopter design mission losd spectra	Comparisons of flight measurements with predictions
incidence, distribution, significance and mechanism of frail injury related to aerodynamic forces	[AGARD-CP-206] p0072 N76-30207	from aeroelectic models in the NASA Langley Transcrito Dynamics Tunnel p0120 N78-28276
p0217 N78-J2717	Helicopter design mission load spectra p0073 N76-30210	Bome serpelastic distortion effects on sicraft and wind
Accident statistics relevant to windblest p0217 N78-32719	State-of-the-art in unsteady serodynamics	tunnel models p0120 N76-25278
Pathu-physiological effects of wind blast from ponven-	[AGARD-R-680] p0042 N77-14997 ARRODYNAMIC NOISE	ARAND handbook
tional and nuclear explosions p0217 N78-32720	Notes characteristics of an experimental lifting fan under	[AGARD-HANDBOOK-722.28.00-REV]
Windblast Protection for the head by means of a febric hood p0218 N75-32722	crossflow conditions analysis of steady and unsteady	p0262 N75-14632 Evaluation of the potential benefit to the perchautical
Experimental evaluation of limb flattinitiation and ejection	forces acting on lift fan blades p0088 N74-20436 impulsive sources of serodynamic sound ··· shedding	field from leser technology
seat stability p0218 N78-32725	of kinetic energy due to rapid ecceleration of large bodies	[AGARD-AG-198] p0185 N75-16928
High speed sections with SAAB seats p0218 N75-32726	p0286 N74-22642 Impulsive sources of serodynamic sound: Oral script	Applications of laser uptics to seronautical engineering p0186 N78-16840
Force measurements in short duration hypersonic	of the introductory review lecture alroraft noise at	Evaluation of the potential benefit to the seronautical
facilities [AGARD-AG-214] p0032 N78-16019	supersonic speeds p0256 N74-22643	field from laser technology [AUARD-AR-68] B0186 N75-17656
Some fundamental principles p0032 N78-18070	Distributions of sound source interrities in rubsonic and supersonic lats p0256 N74-22646	introduction: A survey of the problem - of siruraft
Force belance techniques p0032 N76-15021 Free-flight techniques p0032 N76-15022	The Issue of convective amplification in jet noise	corresion p0137 N76-33333 Collected works of Theodore VonKarman, 1982 - 1943
Some current research in unersady serodynamics. A	p0257 N74-22652 Associate games with the aid of control elements and	p0021 N77-16942
report from the Fluid Dynamics Panel p0099 N76-25192 Systematical investigations of the influence of wind tunnel	externally generated pulses p0256 N74-22662	AERONAUTICAL SATELLITES The satellite as an aid to air traffic control
turbulence on the results of model force-measurements	Rifects of flow turbulence and noise and serodynamic phenomena and windfunnel results p0109 N74-31734	p0063 N78-32078
pO119 N76-25259	AERODYNAMIC STABILITY	Aeronautical satellite system (AEROBAT)
Asymmetric serodynemic forces on aircraft at high angles of attack - some design guides p0107 N76-29267	Biability and control harmony in approach and landing	ARRONAUTICS pools N76-23227
AERODYNAMIC INTERFERENCE	analysis of factors affecting flight characteristics at low- alrepeads n0002 N78-21227	Possible application of lasers in agronautics
Asiddynamic interference between fuselage and lifting jets emerging from its lower part effect of two high	Modelling of systems with a high level of internal	p0185 N78-16830 Conclusions and recommendations p0186 N76-16842
velocity lifting jets on induced lift and pitching moments	fluctuations motion associated with separated flow p0004 N75-29998	The impact of modern electronic airborne displays in
p0088 N74-26413 Assodynamics of jet flep and rotating cylinder flep STOL	Identification of nonlinear serodynamic stability and	future sylation p0078 N76-17 108
concepts p0024 N78-13808	control parameters at high angle of attack poods N75-29999	AERONOMY Introductory survey. Potential applications of inoscipheric
Measurement of till rotor VTOL rotor wake airframe	Stability and control status for current fighters	modification to seronomy p0165 N74-31813
ground serodynamic interference for application to real time flight simulation p0025 N78-13816	p0016 N76-14023	AEROSOLS
Airframe/projulation interference	Stability and control potential for future lighters p0016 N76-14024	Models of the atmospheric serosols and their optical properties pD203 N76-29817
[AGARD-CP-180] p0027 N78-23485	Design technology for departure resistance of fighter	Remote served sensing with an absolute calibrated
Interaction problems between air intakes and aircraft p0027 N75-23486	strongit p0106 N76 29250 F-14A stall spin prevention system flight test	double frequency lide: p0203 N76-29819 Methods for solving the equation of redistive transfer
A criterion for prediction of airframe integration effects	p0108 N76-29263	through finite thickness layers p0204 N76-29828
on inlet stability with application to advanced fighter	Nonlinear effects in arroraft ground and flight vibration tests	Experimental and computational comparison of different
atrorate p0027 N75-23487	[AGARD-R-862] p0074 N77-15034	methods for datermination of visual range
Jet Interference of a podded engine installation at cruise conditions p0027 N78-23490	AERODYNAMIC STALLING	p0204 N76-29829 Fluorescent and Reman scattering in panicles
Bubsonic base and boattail drag, an analytical ap-	Aircreft stalling and buffeling [AGAPD-LS-74] p0028 N75-22280	p0205 N76-29831
proach p0027 N78-23492	Aircraft stalling and buffeting. Introduction and over-	AEROSPACE ENGINEERING
Theory of mixing flow of a perfect fluid around an efterbody and a propulsive jet p0028 N78-23493	New p0026 N75-22281 Remarks on fluid dynamics of the stell	AGARD Index of publications, 1952 - 1970 Part 3 Author Index Fert 4 Addendum to Part 1
isolating nozzle afterbody interaction parameters and size	p0026 N76-22282	[AGARD-INDEX-82/70] p0264 N78-12847
offents: A new approach flight and wind junnel tests with A 7 alreads p0029 N75-23503	Prediction and analysis of the low speed stall characteris- tics of the Bosing 747	Agard bulletin: Meeting, publications membership
with A 7 alrereft p0029 N75-23503	ties of the Boeing 747 µ0026 N75-22283	[AGARD-BULL-75-1] p0272 N75-18157

Critical survey of methods --- nondestructive testing of polles N76-18464 High temperature correct mulatent alloys - metallography, oxidate n0129 N76-11244 AENOTHERMODYNAMICS Agrothermodynamics
Agrothermodynamic factors governing the response rate
of gas turbines
Collected works of Theodore VonKarman. 1952 - 1963
p0021 N77-18882 Basic concepts in fracture mechanics . --- applied to dasign p0188 N76-16460 of semenace situatures The AGARD history, 1952 - 1976 [ISBN-92-836-1206-6] p0021 N77-16984 Director's ennual report to the North Atlantic Military Committee, 1976 p0021 N77-16985 PTERMODIES
Engine installation serodynamics — design and optimization of aircraft engine installations for subscrite and
supersonic aircraft pOCISS N74-28453 National Delegates Board Meeting uppersonic sicraft p0065 N74-28452 Tisony of mixing flow of a perfect fluid around an attribody and a propulsive jet p0026 N74-23493 Reynolds number effects on fore and affibody pressure Technical presentaand technological forecasting 170-0 p0022 N77 17948 [ISBN-92-835-0170-0] ANDOSPACE INDUSTRY Haymone remainded the polynomial twin-jat and polynomi nd Annody pressur n0028 N75-2349 Technical evaluation report on AGARD specialists meeting on directionally solidified in situ composities [AGARU-AR-78] p0131 N75-16747 single-jet afterbodies p0
An experimental study of jet exhaust a Trands in the application of advanced powder matellitry in the senseses industry p0138 N77-15153 - p0029 N78-23501 legisting nozzie afterbody interaction parameters and size ALKOSPACE MEDICINE Operational aspects of variations in alertness [AGARD-AG-189] p0222 f A new approach --- flight and wind tunnel tests effects A new experience.
with A 7 attrast
Lineast plume temperature effects on nozze affabody
performance over the transporto Mech number range
p0029 N76-2380-0
p0029 N76-2380-0 p0222 N74-34670 Medical requirements and examination procedures in performance over the transpoin Mech number range p0029 N78-23B0A. The influence of nacelle effetbody shape on airplane diag. Description of tests certied out at Rela Royce (1871) LTD Biratol angine division p0178 N78-18380 An experimental study of the influence of the jar parameters on the afferbody drag of a jet engine nacelle cole model. Contribution of the institut fuer Angewandte Gasdynamik of the DFVLR, Potz-Wehn p0178 N78-18380 Description of the AGARO notate afferbody experiments conducted by the Arnold Engineering Development Content of the Contribution of the National Engineering Development Content of the Contribution of the National Astonastics and the Administration Langley Research Center p0179 N78-1838 relation to the tasks of today's aircraw: Evaluation of the special senses for flying duties [AGARD-CP-152] p0209 N78-23084 Current status in aerospace medicine — conference on habitability of spacecraft environments and environmental [AGARD-CP-154] p0216 N78-2972.
A summary of Skylab findings of interest to life scientiets n0218 N78-29722 p0217 N76-29726 The aircrevmen at increased risk of isohemic vascular nO217 N76-29728 Agromatical implications of Recent Experience with p0223 N76-14788 AGARD-CP-169 AGAND bulletin. Technical program 1978 --- penels n serospace medicine, avionica, and electromagnetic wave uministration Langley Research Center p0179 N78-16385
The influence of model external geometry p0179 N78-16385 transmission [AD-A010370] p0272 N76-19036 The role of the clinical laboratory in serospace medioinfluence of the jet pressure ratio on the performance of an AGARD single flow atterbody in the 0.60-0.98 Mad GARD-CP-180] p0228 N76-27819 The laboratory role in early detection of disease [AGARD-CP-180] tange power and affectly from tell in the 0 of 0.086 Mach fore and affectly flow field interaction with consideration poster process rumber affects poster poster process rumber affects poster poster process rumber affects poster process rumber affects poster process rumber affects poster process rumber affects rumber affects rumber affects process rumber affects rumber n of disease n0228 N76-27820 Laboratory employment in serospace me Epidemiological studies of subclininal disbetes melitims of Reylonus vivillation concepts p.0091 N78-23587

Afterburning regulation concepts p.0091 N78-23587

Calculation of the affact of affectivening in external supersonic flow by means of a method of characteristics with heat addition and mixing layer analysis p.0148 N78-03370

p.0148 N78-03370 application of flight stress simulation techniques for the ennor of western to notableve in MO218 N78-27828 Studies on stress in eviation personnel, analysis and presentation of data derived from a battery of measurements p.0229 N78-27828 Turbofan compressor dynamics dufing afterburner ansients p0008 N76-25183 MGING (BIOLOGY) ente
Experience with electroencephelography in applicants for po229 N76-27830 The contribution of skin bioney to the detection of vascular Rying training 1971 and 1972 p02
Control of hemostatic disorders in Air Fo senseconce, eletionship with narotigram Fourth Advanced Operational Available Medicine Course
[AGARD-R-642] p0230 N76-27833
Eye piotection and protective devices am p0230 N76-27836 AGROCLIMATOLOGY Recent agricultural ancreft accidents p0234 N77-17723 Eya piotection and protective devices p02:30 NTs-27852 Psycho-physiological and physio-chemical assessment of acceleration induced changes in humans positioned in The use of a fixed base similar of the position of the posi CODLING The problems of cooling high performance military p0074 N77-16032 AIR DEFENSE The air defence role --- pilot training in complex tasks p0238 N76-12802 Organization of BTRIDA (system for processing air please information) p0246 N78-16273 nophysical problems in aerospace medicine Ann.an.sal p0232 N77-16728 AIR FLOW [AGARD-AH-84] An investigation of different techniques for unsteady Director's annual report to the North Atlance Militery promittee, 1978 p0021 N77-16985 pressure measurements in compressible flow and compar-tion with lifting surface theory [AQARD 8-817] p0176 N74-18928 Committee, 1978 poor in received the factor of the factor Annulus wait boundary layers in turbonsechines
[AGARD-AG-185] p0176 N74-30827 DO176 N74-30827
Large windiumnels Required obstacteratics and the at the Anned Forces Institute of Petholo p0233 N77-17711 Aircraft-accident autopsien The medicolegal back-p2233 N77-17714 performance of various types of transumo facility [AGARD-R-B15] p0109 N7 n0109 N74-31733 Effects of flow turbulence and noise and aerodynamic phenomena and windturnel results p0109 N74-31735 Noise concerning teating time requirements in steaty and unsteady insecurements. oung
Madico-lagal problems of flight academia investigation
p0233 N77-17716 Fourth advanced operational eviation medicine course [AQARD-642-8UPPL] p0236 X77-72034 Application of the yearmeter storage concept to a transcale windturnal meeting the laws specification p0109 N74-31737 ARROSPACE SCIENCES
AGARD Index of publications, 1971 - 1973 p0264 N75-17227 Maeting, publications, membership Addendum to a survey of correcting well constraints in poster pos Agend bulletin (AGARD-BULL-75-1) ostions, membership p0272 N75-18157 Some observations on options for a large transmite indturnal Astrospace fluidics applications and circuit manufacture pola 1 N76-21445 Haview of some problems related to the design and operation of low speed windtunnels for V/STOL testing. ALROSPACE SYSTEMS Man-machine interface --- avionics systems design p0244 N75-18244 Data sequisition and distribution in real-time serospace po246 N75-16266 [AGARD-R-BO1] DOI 10 N74-31741 luced engine instability Distortion indu [AGARD-L9-72] 00089 N76-12954 introduction to distortion induced (ngine instability pDOSS N75-12955 p0089 N75-12957 Aurodynamic response Monitoring and control of sercepace vehicle propulation nOOM9 N75-12988 Aeromechanical Responsa P0243 N75-18243 Ranging guidance and designation p0186 N76-18835 DOORD 1475-12859 Prediction techniques Test techniques, instrumentation, and data processing pools N75-12950 Flow separation and serodynamic excitation at tran specific pools are security pools at 15-22284 pools at 15-22284 pools at 15-2288 pools at 1 Methods to increase engine stability and tolerance to p0090 N76-12961 The flow around a wing with an external flow jet flap p0023 N75-13801

A mathed for prediction of lift for multi-element sirfold n0024 N75-13807 systems with superation mathed for the calculation of the flow field induced by a jut exhausting perpendicularly into a cross fic p0025 N78-13813 review of the lifting characteristics of some jet lift OL configurations p0025 N75-13616 V/STOL configurations \$TOL configurations
A literature survey on jets in urosallow
p0026 N76-13821 Aircraft dynamic response associated with fluctuating pooce N75-22288 Helicopter air data measurement — an sirifuv measuro-ment system for flight control in air navigation p006! N76-32168 AIR INTAKES Engine installation serodynamics — design and optimize tion of sircraft engine installations for subsources. p0085 N74 26463 Materia sinesseni Airframe/propulsion interference [AGARD-CF-180] Interaction problems between air intakes and aircreft p0027 N78-23488 A criterion for prediction of airframe integration s on injet stability with application to sevened lighter stream of the proof of the proof of the composition of a two-dimensional injet at transonic end supersonic speeds proof of the composition of a two-dimensional injet at transonic end supersonic speeds proof of the proof of transport of aupersonic speads processing the second and supersonic speads aritranse: Engine interaction for engine configurations are selected and selected for engine configurations wing and intake jet processing the selected for a selected for engine configuration with the selected for engine configuration and intake selected for engine configuration for engine configuration and interest processing processing the selected for engine configuration and select nid system - p0075 N77-16942 Efficient sources of cooling for evicelics p0078 N77-16043 AIR JETS Direct measurement of sound sources in air jets using the crossed beam correlation technique MO288 N74-22848 MOITADIVAN NIA The application of electronic and combined displays to ground mapping and navigation pool i N78-17133 COMED: A combined display including a fuel electronic facility and a topographical moving map display of trues in fighter/stisck elected. ASTROLAGE, in integrated nevigation and landing all ayetem. On board and ground display of information, pools N76:17136. Medium Accuracy Low Cost Navigation [AGARD-CP-176] pUG medium Accuracy Low Cost Navigation (GARD-CF-176) The conception of low cost navigation systems: An or liance? pools N76-32161 Some navigational concepts for remotely piloted vehic-pO059 N76-32153 Micro-navigator (MICRON) Micro-navigator IMICRON; Helicopter air dela measurement ... an airiflow measurement system for flight control in air navigation p0081 N78-32168 Low cost self contained solutions to the navigation problem in rotary and fixed wing sicreft p0041 N76-32169 integrated Doppler/heading reference/redio navigation p0062 N76-32176 An optimally integrated projected mep nav d map navigation p0082 N76-32178 Concerning fright and the correction of pleshyopia p0241 N77-12713 AIR POLLUTION The fluid dynamics aspects of air pollution related to Atterate operation [AGARD-AR-85] p0202 N74-20104 GARD-An-boy The dispassion of propellants from alligraft p0202 N74-26108 Air pullution characteristics of alliciaft angless p0202 N74-28106 Research in Germany on fluid-dynamics of six pollution p0202 N74-28107 Research in Germany on nonrelated to allocat operations
Preliminary notes on large scale mass transport
p0.202 N.74-26108
Annual operations p0.202 N.74-26108 error sources in air pollution monitoring system 60203 N76-28620 Remote probing of atmospheric particulates from polew of methods p0204 N76-28826 radiation extinction experiments AIR TO AIR MISSILES 60112 N78-23300 Air gambat manouvering range Analysis of sir-to-sir missie re-Analysis of air-to-air missis requirements and weapons systems effectiveness in air-combat manalysising anytomient p0128 N76-28309 AIR TO AIR REFUELING Ling range air-to-air refuelling. A study of duty and p0238 N78-12600 AIR TRAFFIC Air traffic and the problem of importation of diseases on the trooles p0228 N76-14773 AIR TRAFFIC CONTROL (8 TRAPPIC CONTROL
Some multicomputer configurations for reliability in ATC
systems p0.241 N75-18276
The Measuricht data processing and display system A
step in submallion of air traffic control the software
structure of the system) p0.248 N78-18284
Multipath in an aeronautical satellate system
p0.255 N76-22082

AIR INAMOPORIATION		SOURCE INDEX
A survey of modern air traffic control, viriume 1 [AGARD-AG-209-VOL-1] p0080 N78-32047	Future ATC technology improvements and the impact	Correlation of occurrence of sircreft accidents with
Principles of air traffic control p0050 N78-32048	on stepost capacity µ0056 N76-23210 The CORAIL surveillance system for alipost runways	highlythmic criticality and cycle phase p0234 N77-17720 The interpertation of precentage seturation of carbon
ATC concepts p0050 N75-32049 Principal ATC components p0050 N75-32050	p0096 N76-23213	monoxide in aligraft-achidant fatalities with thermal injury p0224 N77-17721
The controller various automation pOOBO N75-32081	Predictive techniques for wake vortax avoidance pg056 N75-23214	Toxicological aspects in the investigation of flight
The future position of the controller p0050 N76-32052. The psychologist's view of human factors in air traffic.	United States program to ICAO for a new non-visual	accidents p0234 N77-17722 Recent agricultural aircraft accidents in the United
control p0050 N76-32053	approach and landing system p0056 N76-23217	Kingdom p0234 N77-17723
Medical problems relating to air traffic control per soniiel p0050 N75-32054	Instrument lending system performance prediction p0057 N76-23218	Accident reconstruction from enalysis of injuries p0234 N77-17724
The International Federation of Air Traffic Controllers	Advanced air traffic management system atudy	Neuropathology and cause of death in US Naval aircraft
Associations (IFATCA) p0080 N75-32088 Principles of automation in air traffic control	p0057 N76-23222 Future air traffic control systems, a preliminary study	socidents p0235 N77-17726 Clarification of a fatal helicopter ground accident through
pO081 N76-32056	p0057 N76 23223	forensic medical methods p0238 N77-17727
Data processing for ATC p0061 N75-32057 Automation in air traffic control systems	Applications of the airborne traffic situation display in air traffic control p0057 N76-23224	Fatal helicopter accidents in the United Kingdom p0238 N77-17728
p0081 N76-32068	A new system arnhitecture for ATC automation	Roantgenographic evaluation in fatal aircraft accidents
Conflict and collision avoidance systems poos 1 N75-32059	p0067 N76-23228	AIRCRAFT ACCIDENTS
Conflict alert and intermittent positive control for	CONUS aeronautical radionavigation by satellite p0058 N76-23228	Bibliography of papers and reports related to the gut:
ground based collision avoidance p0081 N75-32080 An traffic flow control resjor operational problems	Aeronautidai satellite system (AEMOSAT) p0088 N76-23227	upset/pilot discrimitation problems [AGAND-R-816] p0236 N74-19766
In controlling sir traffic from a central facility	Measurements of the control aspecity of ATC system	Army autorolational accidents ··· analysis of factors
p0061 N7K-32061 Edual and regional flow metering and control	g0058 N76-23228 A massuring red for ATC systems, the index of orderle-	contributing to helicopter accidents p0045 N74-20771 Survey on biodynamic response to windblest in ejections
p0081 N78-32062 Application of modern control theory to echeduling and	ness p0068 N76-23229	Pothogenatic mechanism, analysis and prevention of injuries p0217 N78-32718
path-stretching maneuvers of strengt in the near terminal	Overview of the Canadian Ministry of Transport's STOL demonstration p0021 N77-14987	Accident exatletics relevant to windblast
area p0081 N76-32083 Alteraft trajectory prediction data for ATC pulposes	AIR TRANSPORTATION	U0217 N76-33719 Creek of the PP-VJZ stratek p0048 N76-14087
p0051 N76-32064	Aeromedical Implications of Recent Experience with Communicable Disease	The Immeration violitim p0230 N76-27848
Navigation performance requirements for reducing route centerline spacing pD052 N78-32085	[AGARD-CP-166] ph/223 N76-14788	Advanced techniques in crash impact protection and amergency egress from air transport aircraft
A survey of modern air traffic control, volume 2 ··· a	Transportation of passingers with contagious diseases on sizinare p0223 N76-14760	[AGARD-AG-221] pD048 N76-29187
discussion of navigation aids, inerital navigation, and instrument landing systems	Transportation by air of a Lassa feyer patient in 1974	Obvelopment of aviation accident pathology in the Federal Republic of Germany p0233 N77-17712
[AGAND-AG-209-VOL-2] p0082 N78-32088	p0223 N76-14763 Lassa fever. To air evacuata or not p0223 N76-14764	Aircraft accident autopaics. The medicologal back-
Principles of radiologation p0052 N75-32057 Long distance aids [Omega Loren) p0052 N75-32058	An epidemic of chikurgunys in the Philippine Islands	ground pU233 N77-17714 Procedures for identification of mass disester victims
Medium distance side (VHF omnidireutional radio beat-	Possible role of strotalt dissemination p0224 N76-14766 Advanced techniques in cresh impact protection and	p0234 N77-17717
ons) p0052 N75-32059 Distance measuring methods p0052 N75-32070	emergency egress from air trensport aircraft [AGAKD-AG-221] p0048 N76-29187	Histology in alteralt secident reconstruction p0234 N77-17718
Tacan p0082 N78-32071	[AGARD-AG-221] p0048 N76-29187 AIR WATER INTERACTIONS	The asymptometic sitent invocardial interction and its
inarital navigation and air traffic control p0082 N75-32072	Sending of rays of light above the sea surface p0207 N76-28886	algnificance as possible alteraft accident cause p0234 N77-17719
Landing guidance systems pOOB2 N75-32073	AIREORNE EQUIPMENT	AINCRAFT ANTENNAS
Digital radar data processing for enroute air treffic control p0082 N75-32074	High efficiency antennas for airboine rader - design of Cassegrain antenna p0169 N74-31871	Antennes for evionics — conference on application of evionic antennes in Aerosal systems
Display rechniques for air traffic control systems	Airboine instrumentation altimoters, Doppler-navigators.	(AGAND-CF-139) pD189 N74-31867
Use of computer in all traffic control	velocimeter, CAT-detection p0185 N75-16832 Airborne surveillance and reconnaissance	Conformal arrays for aircraft · · · design of multifrequency antenna array µ0189 N74-31888
μοοδ3 N75-32075 General aspects of data flow μοοδ3 N75-32077	p0185 N75-16834	#HP high power*#Nitions communications entenna p0189 N74-31672
Some trands in hardware concepts for ATC computer	Remote sensing of surface properties based on sliborne radar scatterometer and pulse radar on television	Rediction characteristics of HF notch scripts installed in
p0083 N75-32078 The astellite as all aid to air traffic control	tower p0261 N76-22059	smail aircraft p0169 N74-31674 HF enterns systems for small significance and helicopters
µ0083 N78-32079	Design problems related to radio communication with an integrated alrearne system p0162 N76 16286	selection and installation of antennas
Eurocontrol data processing systems p0083 N78-32080	Generation and effects of conduction and radiation noise	p0170 N74-31675 Very olim, high gain printed direct microwave antenna
The Natherlands ATC automation program	voltages between the components of a single system p0163 N76-16388	for althorne blind landing aid · · · considered supersonic
p0063 N75-32081 Overview of US air traffic control system	Integration algorithm in a digital display store for sliborne	alteraft p0170 N74-31676 Linear phased array for yew stabilisation computerized
p0083 N78-32082	surveillance rader p0081 N76-17130 Applications of the airborne traffic situation display in	design p0170 N74-31876
Application of Markov chain theory to the modelling of IFF/88ft systems p0162 N76-16279	air traffic control p0087 N78-23224 AIRBORNE/SPACEBORNE COMPUTERS	AEW radar antennae nomputerized design for sidelobe reduction p0170 N74-31679
Will the future electronic airborne display be stereoscopic?	Principles of evionics computer systems	Airborne low-VHF antennas p0170 N74-31680
method for active participation by pilot in air traffic control p0082 N76-17140	[AGARD-AG-183] p0243 N75-16235 Data sequisition and communication function svionics	A commutation on entenne systems covering aranderd
Plans and Developments for Air Traffic Systems [AGARO-CF-188] p0053 N76-23191	computers p0243 N76 16238	eneraft and balloons pO171 N74-31885 A linear array of blade antennes as an aircraft anterins
Studies of automatic navigation systems to improve	Optimization avionics computer system design p0243 N75-16239	for satellite communication p0171 N74 31688
utilization of controlled suspect p0083 N76-23192 Four-D navigation in terminal zones. An automatic	Avionics system architecture computer systems	UHF linear phased arrays for seronautical satallite communications p0171 N74-31687
control problem · · speed control for alteralt approach	design pQ243 N75-16241 Real time computer based systems conference on	A nonsperieon of two t-band aircraft entennas for
spacing p0053 N76-23193 Strategic control of terminal area traffic	eviante computer technology	seronautical eatellite applications ··· circularly polarized alot configurations p0171 N74-31689
p0084 N76-23194	[AGARD-CP-149] p0245 N78-16257 Fault-tolerance features of an aerospace multiprocessor	Circularly polarized L-band planer array for aeronautical
ATC concepts with extensive utilization of submittie data processing p0084 N76-23195	p0247 N78-18278	##tellite use p0171 N74-31689
OMEGA A system whose to has come considering	The influence of evionic system requirement on elibornal computer designs p0246 N78-15284	Electroninally sommed Tacan antenna as an enruite and terminal navigational aid p0172 N74-31691
military sircraft navigation p0054 N76-23196 A survey of primary radars for air traffic systems	LAMPS A case history of problems/design objectives for an airborne data handling subsystem:	in-flight measurement of alreast antennas radiation
p0054 N76-23197 ATCHBE improvement program improved antenna	p0248 N78-18292	petterns using omnidirectional range system and distance measuring equipment p0173 N74-31701
design for monopulse radar	The application of mini-processors to navigation equip- ment siruorne/apacaboine computers	Dynamic measurement of evignic antennas by ground
[ARD-241] p0084 N76-23198 ADSEL/DABS A selective address secondary surveill-	pQQ82 N76-32171	radar tracks evaluations p0173 N74-31702 Determination of the inovement of the apparent phase
ance radar digital autveillance radar system	AIRCRAFT New concepts of visualization for aircraft and space	centure of aircraft antennas for calibrating the 2068
p0054 N76-23199 LEA microwaya approach and landing system	shuttles p0104 N74-31441	Interferometer coherent wave front simulations for slot entennas and upital antennas p0173 N74-31704
p0084 N76-23200	Buffet definition and criteria p0018 N76-14025 Precision Aircraft Tracking System (PAYS)	Roll plane analysis of on-sircraft antennas ··· com-
MATCALS Expansion of capacity for expeditionary airfields p0064 N76-23201	p0112 N76-23296 Btrain gauge messurements on strorati, volume 7	puterized simulation of radiation patterns for selection and positioning of antennas p0173 N74-31706
Advanced ATC automation. The role of the human in	[AGARO-AG-160-VOL-7] pO199 N76-25580	Antenna-to-antenna EMC analysis of complex airborns
a fully automated system p0055 N76-23202 The provision and use of information on air traffic control	Strain gauge measurements on strong introduction p0199 N76-25561	communication systems p0162 N76 16281
displays p0088 N76-23203	Introduction A survey of the problem of aircraft	The crossed-dipole structure of strengt in an electromagnetic pulse environment p0162 N76-16285
Automation of local flow control and melering operations in the enroute/transistion environmentp0055 N78-23204	correction pD137 N76-33333 AIRCRAFT ACCIDENT INVESTIGATION	AIRCRAFT APPROACH SPACING
The optimisation of traffic flow around a network	Fire, fuel and survival. A study of transport aircraft	Strategiu control of terminat area treffiu p0064 N76-23194
pOO8B N78-2320B	accidents, 1955 - 1974 p0048 N76-14085 Passenger alteraft cabin fires p0048 N76-14085	Automation of local flow control and matering operations
The introduction of accurate alreafs trajectory predictions in air traffic control p0068 N78-23208	Recent experiment/advances in seletion pathology	In the enroute/translation environmentp0085 N76-23204 Predictive techniques for wake vortex avoidance
Interactive conflict resolution in air traffic control	[AGARD-CP-190] p0232 N77-17710 Development of strotalt accident investigation program	p0056 N76-23214
computerized flight path simulation p0055 N76-23207 Intermittent positive control. A ground-based cultision	at the Armad Forces Institute of Pathology	Computer assisted approach sequenting p0007 N76-23221
avoidence system pooss N78-23208	p0233 N77-17711 Medico-legal problems of flight accidents investigation	AINCRAPT BRAKES
Integrated inavigation system. Multifunction digital	p0233 N77-17718	Research about effects of external flow and aircraft
ground-all ground communications system p0066 N76-23209	Legal aspects of flying accidents investigation disaster victims identification p0233 N77-17718	Installation conditions on threat reversers performances p0028 N75-23495
	·	·

IRDRAFT GARRIERS The operation of helicopters from a	
	mall ships
	pG230 N78 27848
Application of flight simulation to evaluate the F-14A automatic cerner) develop, test, and landing system
Statution in 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	p0124 N76-29292
URCRAFT COMMUNICATION	
Optical fiber communication onbox	rd aircraft p0186 N75-16841
Flight test results of propagation	
inhomogeneous media	p0285 N75 22081
An experimental evaluation of vano	
displays for air/ground data link cons	nunications p0079 N78-17116
An investigation of averaft voice cor	
as sources of insidipus long-term acou	
intensity in earphones	p0226 N78 17796
Auditory communication	p0230 N78-27851
IRCRAFT COMPARTMENTS Measurement and analysis of ami	
resulting from the combustion of air	craft cabin finishing
resulting from the combustion of air materials	p0046 N78-14071
Characteristics of Halon 1301 dia aircraft cabin fire protection	pensing systems for
	p0048 N76-14088
Passanger siteraft cabits fires	poore 1470-14000
Advances in control systems pi	oceedings of confer-
ence on characteristics of aircraft con	tiol systems
[AGARD-CP-137]	p0103 N74-31429
A historical parapactive for advant systems	p0103 N74-31430
F-15 Eagle flight control system	p0104 N74-31440
Alteraft Design Integration and Op-	
··· cunference on optimal design of	alteraft and related
systems [AGARD-CP-147-VOL-1]	p0068 N74-31488
Preliminary design espects of design	
prototype fighter	p0088 N74-31460
Creative advanced design. A key	to reduced life-cycle
Cuels - decien techniques in	p0068 N74-31462
Preliminary design techniques for piloted vehicles	10068 N74-31488
An approach to design integration Design evolution of the Speing 2	p0066 N74-31466
Design evolution of the Speing 2	707-300 supersonic
transport Part 1 Configuration dev mics, propulsion, and structures	elopment, aerodyna- p0066 N74-31467
Dasign evolution of the Bosing 2	707-300 supersonio
transport Part 2 Design impact	of handling qualities
criteria, flight control system concer effects on stability and control	p0086 N74-31468
The F-16 design considerations	p0087 N74-31470
Bystem analysis for a battle-field	nit supeticitiv fighter
project with respect to minimum cost The 8-1 bomber - Concept to hard	p0087 N74-31471
The art bomber consept to here	p0067 N74-31472
Design of very large simplenes for i	BASI BYSTOM COST
integrated, computer sided design	pD067 N74-31473
	of aircraft
Potential payoff of new securities	of aircraft p0067 N74-31474 min prediction met-
Potential payoff of new securities	of aircraft p0067 N74-31474 min prediction met-
Potential payoff of new serudyna hods Design optimization of the VAK 19	of aircraft p0067 N74-31474 mile pradiction met- p0067 N74-31476 18 and its evaluation realisation and less
Potential payoff of new seredyna hods Design optimization of the VAK 19 based on results from the hardware date	of aircraft p0087 N74-31474 mis prediction met- p0087 N74-31476 18 and its evaluation realisation and test p0088 N74-31479
Potential payoff of new serudyis hods Design optimization of the VAK 19 based on results from the hardware data Concept CCV and specifications	of aircraft p0087 N74-31474 mile prediction met- p0087 N74-31476 18 and its evaluation realisation and test p0088 N74-31479 p0088 N74-31480
Potential payoff of new seredyna hods Design optimization of the VAK 19 based on results from the hardware date	of sircraft p0067 N74-31474 mile prediction met-p0067 N74-31476 18 and its evaluation realisation and test p0068 N74-31479 p0068 N74-31480 o sirplane design
Potential payoff of new serodyne hods Design optimization of the VAK 18 based on results from the hardware data Concept CCV and specifications introduction of CCV technology int	of aircraft piO67 N74-31474 min prediction met- piO67 N74-31476 18 and its evaluation realisation and test piO68 N74-31479 piO68 N74-31480 o airplane design piO68 N74-31481 seign and integration
Potential payoff of new serodyna hods. Design optimization of the VAK 19 based on results from the hardware data. Concept CCV and specifications introduction of CCV technology into Avionic flight control subsystem d in the C-B striptime.	of aircraft puoper to produce to
Potential payoff of new serodyne hods Design optimization of the VAK 18 based on results from the hardware data Concept CCV and specifications introduction of CCV technology int	of aircraft pUOST N74-31474 mile prediction met- pUOST N74-31476 the and its evaluation realisation and test pUOSS N74-31480 o sitplane design pUOSS N74-31480 sign and integration pUOSS N74-31481 sign and integration pUOSS N74-31482 reat
Potential payoff of new serodyna hode Design optimization of the VAK 18 based on results from the hardware data Concept CCV and specifications introduction of CCV technology int Avionic flight control subsystem of in the C-8 singlene Advancements in future fighter aim Preliminary siliciant design proce	of aircraft pools 7 N4-21474 mile prediction met- pools 7 N4-31476 18 and its evaluation realisation and test pools N74-31478 pools N74-31479 pools N74-31479 pools N74-31481 segment metigration pools N74-31481 pools N74-31482 tutes for desarrating
Potential payoff of new serodyna hods Design optimization of the VAK 19 based on results from the hardware data. Concept CCV and specifications introduction of CCV technology into the C-B airplane. Advance flight control subsystem of the C-B airplane. Advancements in future fighter airr. Preliminary strotaft design processor accomplise for accomplise.	of aircraft pools 7 N4-21474 mile prediction met- pools 7 N4-31476 18 and its evaluation realisation and test pools N74-31478 pools N74-31479 pools N74-31479 pools N74-31481 segment metigration pools N74-31481 pools N74-31482 tutes for desarrating
Potential payoff of new serodyna hode Design optimization of the VAK 18 based on results from the hardware data Concept CCV and specifications introduction of CCV technology int Avionic flight control subsystem of in the C-8 singlene Advancements in future fighter aim Preliminary siliciant design proce	of aircraft pools 7 N4-21474 mile prediction met- pools 7 N4-31476 18 and its evaluation realisation and test pools 8 N74-31480 o sitplane design pools 8 N74-31481 segin and interest pools 8 N74-31481 pools 8 N74-31482 po
Potential payoff of new serodyna hods Design optimization of the VAK 18 based on results from the hardware data Concept CCV and specifications Introduction of CCV technology int Avionic flight countrol subsystem d in the C-B striptine Advancements in future fighter aim Preliminary sticraft design processor aft configurations for accomplish adultimates	of aircraft pooes 7 74-21474 mile prediction met- pooes 7 74-31476 18 and its evaluation realisation and test pooes 7 74-31476 pooes 7 74-31482
Potential payoff of new serodyna hods Design optimization of the VAK 19 based on results from the hardware data. Concept CCV and specifications introduction of CCV technology into the C-B alight control subsystem of the C-B alighting the fights aim. Prolimizing sticraft design — proceed arroraft configurations for accomplisisaquirements. [AGARD. 45-65] Introduction to preliminary aircraft.	of aircraft p0047 N74-21474 mile prediction met- p0047 N74-31476 18 and its evaluation realisation and less p0088 N74-31472 p0088 N74-31482 p0088 N74-31482 sign and integration p0088 N74-31482 inth p0088 N74-31482 inth p0088 N74-31482 design p0088 N74-31482
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Potential payoff of new serodyna hods Design optimization of the VAK 19 based on results from the hardware data Concept CCV and specifications introduction of CCV technology int Aviance flight control subsystem of in the C-B simplements in future fighter aim Preliminary sirciaft design — processorate configurations for accomplisationments IAGARO-LS-85 Introduction to preliminary aimoraft Designing for maneuversibility limitations Mouern engineering methods in design Prediction of the optimum location body on the wing of a wing-body conflow snallysis. Auframe Engineering methods in design CCV philosophy Bernantics at concept of attending Part 2 problems in wind tunnel tests CCV philosophy Bernantics at concept of attending systems IRGMAPT CONTROL Active control systems for loss auppression and inde-control — configurations Status of two studies on active response at NASA Langley Research Active flutter suppression on wing Advances in control systems — pence on observational perspective for advances in control systems — pence on observational perspective for advances in control systems — pence on observationality perspective for advances in control systems — pence on observationality perspective for advancements.	of aircraft pools 7 N4-21474 mile prediction met- pools 7 N4-31476 18 and its evaluation realisation and test pools 7 N4-31476 18 and its evaluation realisation and test pools 8 N74-31481 pools 8 N74-31481 eaging and interest of a single and segion pools 8 N74-31481 segion and interest of a single and segion pools 8 N74-31481 pools 8 N74-31481 pools 8 N74-31482 to pools 8 N74-31482 pools 8 N74-31482 pools 8 N74-32421 denoral preliminary pools 8 N74-32421 denoral feating pools 8 N74-32485 a deliviation fluiter pools 8 N74-32485 a with external store pools 8 N74-32485 a with external store pools 8 N74-31429 poo

```
Computer aided design of control systems to meet man
       Computer added design of control systems to meet many requirements pol 03 N74-31434 Use of advanced control theory as a design tool for vehicle guidance and control system pol 03 N74-31437 On the design and evaluation of Fight control system pol 04 N74-31440 On the design and evaluation of Fight control systems and pol 10 N74-31440 On the design and evaluation of Fight control systems and pol 10 N74-31440 On the design and evaluation of Fight control systems and pol 10 N74-31440 On the design and pol 10 N74-31431 On the design and pol 10 N74-31440 On the design and pol 
       On the design and evaluation of fright control systems p0104 N74-31442
Application of redundant digital computers to flight control systems p0104 N74-31448
Realization and flight tests of an integrated digital flight control system p0105 N74-31447
                         poids N74.:
The design and development of the MRCA autop
                     B-52 control configured vehicles program
p0105 N74-31452
                                                                                                                                                                                                                            p0108 N74-31449
                                                                                                                                                                                                                                                                                                                                                                        piloted vehicles
                     Flight experience with an experimental electrical pitch-
                                    command/attitude hold flight control system
                     Integrated flight control system for steep approach p0105 N74-31454
         V/STOL sitrath control/display concept for maximum operational effectiveness polo N74-31455 Introduction of CCV technology into sirplane festion poods N74-31451 Avionic flight control subsystem design and integration in the C-5 sirplane poods N74-31481
     Alonic flight control subsystem design and integration the C-6 atriplane p0088 N74-31482 Effects of surface winds and guests on streath design and operation - analysis of meteorological parameters for improved succraft flight characteristics [AGARD-R-626] p0070 N78-15843 UK research on seromatical effects of surface winds and guests -- application to improving sirrest handling qualities under turbulent conditions p0070 N78-15843 Impact on aerodynamic design p0070 N78-15843 Take-off and landling -- semimer on strongt guidence, control, stability, and flight characteristics during approach and landling and take-off p0070 N78-21219 [Identification of nonlinear serodynamic stability and control parameters at high angle of attack p0004 N78-29899
         control parameters at high angle of attack

Advanced flight test instrumentation Design and
calibration of or determining performance and alteratif
stability and control p0005 N78-30003
Potential benefits to short-heul transports through use
of antive controls p0008 N78-30030
Horizonial canards for two-sals CCV fighter control

Control of an elestic attract using optimal control laws
p0008 N78-30033
Closed form expression of the outtimal control of a ridid
          p0009 N78-30038
Closed form expression of the optimal control of a rigid alphane to turbulence p0009 N78-30037
The guidatics and control of V/BTOL siteraft and halloopters at right and in prior visibility ... conference
            proceedings
[AGARD-CP-148]
                                                                                                                                                                                                                             p0011 N78-30082
                           Low visibility approach of helicopters and ADAC airc
          rati p0015 N75-30080
Flutter suppression and structural load alleviation
[AGARD-CP-175] p0070 N75-32098
          AGARD-CF-175] p0070 N76-32095
Stability and control status for current lighters p0016 N76-14023
Stability and control potential for future lighters p0016 N76-14024
Comparison between the calculated and measured transfer functions for the Concords afford measured functions for the Concord function function for the Concord function func
                         atmospherio turbulence
            in almospherio (u
[AGARD-R-637]
                                                                                                                                                                                                                             n0038 N78-18064
            ### Benefits of flight simulation work for the definition, levout, and verification with hardwars in the loop, of the MRCA
         interaction between signal structure and command and stability augmentation system p0200 N76-29860
Comparative experimental evaluation of two-dimensional and pseudo-perspective displays for guidance and control p0083 N77-18083
                                                                                                                                                                                                                             p0125 N76-29296
                           The Malcolm Horizon --- pilot performating p0083 N77-16084
AIRCRAFT DESIGN
            V/8101 propilision systems — conference on propulsion system design, configuration, and performance for vertical and short takeoff shuraft [AGABD_CB_158]
                                                                                                                                                                                                                             n0088 N74-20401
              IAGARD-CF-138
            [AQARD-CP-130] percent the control of the influence of noise requirements on STOL situation engine design on analysis of acceptable noise levels for short takeoff aircraft operating in congested areas. — NOSE N.74-20423
```

poons N74-20423 Propulsion system of the VJ 101 C VIOL sircish. Philosophy and practical experience --- optimization of vertical takeoff argraft sinfame and engine

p0088 N74-20428 The development and flight testing of the propulsion system of the VAK 191 BV/STOL strike and reconnains accomplished.

roreft p0089 N74-20432
Technical evaluation report on 42nd Propulsion and Energelios Panel Meeting on V/STOL Propulsion Systems ··· proposals for future developments in V/STO1 sincrah and engines p0089 474-20433

Effect of yew damper on lateral gust loads in design of the 1.1011 transport ±0102 N74-25551 e L-1011 transport The effect of active control systems on structural design p0102 N74-26562 criteria

General technical information --- survey of technical data on sizerali performance prediction p0064 N74-26446 Prediction of supersonic aircraft serodynamic characteris p0064 N74-28480

Alteraft Design Integration and Optimization, Volume 1 - conference on optimal design of alteraft and related systems [AGAND-CP-147-VOL-1]

AIRCRAFT DESIGN The role of preliminary design in reducing development, production and operational coets of aircraft systems p0065_N74-31459 Preliminary design aspects of design-to-cost for the YF-15 p0005 N74-31460 Economic aspects of prototyping p0085 N74-31461 Creative advanced design: A key to reduced life-cycle plots p0068 N74-31482 Critical analyses and someon poole N74-31-spa of aircraft preliminary design at the sarry stages of poole N74-31-spa preliminary design at the sarry stages of poole N74-31-spa Critical analyses and laboratory research work at the stage Preliminary design techniques for unmanned, remote p0066 N74-31466 An epproach to design integration p0068 N74-31466 Design evolution of the Bosing 2707-300 supersonic transport Part 1 Configuration development, sending mice, propulsion, and structures podes 74-31467
Design evolution of the Bosing 2707-300 supersonic transport. Part 2. Design impact of handling qualities critesis. Right control system concepts, and aeroelastic effects on stability and control.

The 5-18 feeting considerations. legts on stability and control p0066 N74-31468
The F-18 design considerations p0067 N74-31470 System analysis for a battle-field air superiority fighter project with respect to minimum cost p0087 N74-31471 The 8-1 homber Concept to hardware p0067 N74-31472 Design of very large amplianes for less hystem cost p0067 N74-31473 integrated, computer sided design of sirrett monay way 3-3-3-3 p0087 N74-31474 Project weight prediction based on advanced statistical athods p0067 N74-31476 Potential payoff of new serodynamic prediction met-p0657 N74-31478 hods p0067 N74-31478
Initial-design optimisation on civil and military sincrah p0068 N74-31477
Design optimisation of the VAX 1918 and its evaluation based on results from the hardware realization and test p0068 N74-31478 Avionic flight control subsystem design and integration the C-8 almiane p0068 N74-31482 Avionio night control subsystem design and integration in the C-5 stippiane pools N74-11482
Advancements in future fighter aircraft p0088 N74-11482
Estimation of programmes and costs for military site-tait p0088 N74-11483
Preliminary aircraft design --- procedures for determining aircraft configurations for accomplishing specific military resultaments. requirements (AGARD-L9-68) p0060 N74-32420 Introduction to preliminary siteract dealing pools Pr4-32421 introduction to preliminary siteract dealing pools Pr4-32421 Preliminary design of civil and military siteract at Avions Matcel Dassault-Braguet Aviation pools N74-32432 Propulsion/aitcraft dealign matching experience Designing for maneuverability Requirements and podes N74-32423 Requirements and podes N74-33424 Modern engineering methods Designing for minus

Modern engineering methods in eiroraft preliminary
design

The team leaders role in design to cost preliminary
poos 774-32428
poos 774-32428 design power transaction of conference on V/STOL alreadynamics - proceedings of conference on V/STOL alreads design, development, and flight characteristics. IIGA [AGAMD-CP-143] p0023 N75-13798 NAME - CP-143] 90023 N75-13796
V|STOL serodynamics | A review of the technology pools | N75-13796 |
Research into powered high lift systems for alrorsh with shofers propulation p0023 N75-13797 |
Requirement for simulation in V|STOL research alrorah with the pools | N75-13797 | turbofen propulsion Requirement for environment of programs policy arms AGARD highlights, March 1974 [AGARD-HIGHLIGHTS-74/1] p0001 N75-14710 [AGARD-Accusite fettigue design date, part 4 [AGARD-AC1-192-PT-4] [AGARD-AC1-Bons low speed aspects of the twin-engine short had siteraft VFW 814 p0002 N78-21220 Effect of external conditions on the functioning of a dual flow supersonic noistle --- designing procedure system of military aircraft p0027 N78-23491 Accounting of serodynamic forces on airfame/propulsion systems --- for designing military aircraft apparatus of the systems --- for designing military aircraft apparatus --- for designing military aircraft --- apparatus --- for designing military aircraft --- apparatus ---

systems --- for designing military alterest possible programme possible pos

... conference [AUARD-CP-187] p000# N78-30027 Active control as an integral tool in advanced atrotational poods N78-30029 teeligii p0008 N75-30028
Transport sizeraft with released/negative longitudelnel stability Results of a design study p0008 N75-30031
Impact of active control technology on strong p0008 N75-30932
p0008 N75-30932

of transport aircraft
Active control technology A military sicraft designar's pouce N75-30034 viewpoint
Application of silvanced model-following techniques to
the design of flight control systems for control configured
vehicles

vehicles p0009 N78-30038
Control Conligured vehicles 8-52 program results
p0010 N78-30041
The ASSET (Advanced Skewed Senetry Electronic Triadi
program - illy by wire control application p0010 N78-30043

Corrosion in sirframes, power plants and associated p0137 N78-33338 Impact of future fuels on military sero-engines p0201 N75.18881 he Relevance of existing automatic flight control systems to the future development of ective contro arroraft equipmen rcraft equipment
Seet concept for arroraft electronic equipment
p0074_N77-16035 DO010 N75-30044 Anterne Engine Interaction for mounted above the Wing Part I wing and Inteke jet engine configurations Interference between p0030 N75-23511 Production design requirements for fly by wire systems pool 0 N78-30048 Electric generation and onlocald networks in modern poors N77-16038 Design of an entirely electrical flying control system p0011 N75-30047 Affams Engine interaction for mounted above the wing Part 2 problems in wind tunnel tests ngine configuration The cooling of eviation equipment on board commercial Engine jut aimulation p0030 N75-23512 D0075 N77-18044 The Hunter By-by-wire experiment. Recent experience Autolacia Airciaft design integration and optimization, volume 2 [AGARD-CP-147] AIRCRAFT FUELS Power plant controls for sero-gas turbine engines [AGARD-CP-181] p0090 N78-23578 The 1974 AGARD Annual Meeting The energy problem Impacts on military research and development p0201 N75 16977 Alicieft fire protection technology --- applied to alicials An enframe manufacturer's requirements for future propulsion controls p0090 N78-23678 Afform the processing p0047 N76-1907.

Handling qualities specification deficancies [AQARD AR-89] p0071 N76-15146
Design for inspection and planning for maintenance of p0188 N78-16461 Alternative fuels for eviation impect of future fuels on military a D0201 N75-16980 Control system requirements dictated by optimization of p0201 N75-16981 p0201 N75-16981 p0201 N75-16982 Control system p0080 Ryanable geometry p0081 Ryanable geometry p0081 Ryanable geometry p0081 Ryanable geometry Impact on serodynamic design Safety fuel research in the United Kingdom in 0045 N76-14060 Evolution of the role played by the stress analysis office in the design of a prototype p0071 N76-17094 Stall/spin problems of military strent (AGANO-EP-188) p0106 N78-29245 Flutter of wings equipped with large engines in pitd p0031 N78-28014 Status of research on antimist alloresh turbine engine in the United States Wide-cut versus kerosene fuels existinal aspects p.0045 N.78-14081 Fire asfety and other p.0045 N.78-14082 fuels in the United States Stall/spin problems of military aircraft
AGARD-CP-199]
The stall/spin problem - p0 106 N76-29246
The stall/spin problem - American industry's approach
p0 106 N76-29247
Design technology for departure resistance of flyther
creatt - p0 106 N76-29260
Results of recent NABA studies on spin resistance
p0 107 N78-29261
Effects of airframe design on spin destances
p0 107 N78-29261
Asymmetric astrochynamic forces on aircraft at hick anolas Power plant controls for sero gas turbine engines aircraft engines - ounlarences
[AGARD-AH-80] Wide-cut Versus nerous poperational aspects pools nyrous systems problems associated with the use of safety help pools N79-14063 pIX093 N76-30161 Disgressics and engine condition in --- performance pools N78-14063
Fire highling agents for large attenth foul fires
Fire, fuel and survival A study of transport siturals accidents, 1850 - 1874
Future fuels for avisation
[AGARD-AN-BA]

p0144 N78-19295 p0094 N78-31084 Engine health and fault detection monitoring Its function of implementation procedure p0094 N78-31090 Vibration disprostics in helicopter nower trains 00085 N76-31086 Asymmetric serodynamic foruses on alteract at high angles of attack - some dealing goldes pol 07 N78-28257 F-14A stall spin prevention system flight test pol 28 N78-28203 Use of the flight simulator in y0-14 design pol 24 N78-28294 Designing for corrosion prevention pol 38 N78-33339 The problems of cooling high performance military alteract pol 38 N78-33339 The possible impact of DC size fairs power supplies on the design of avionic and other supplies. An advanued disgnostic engine mountaring system sproach --- using digital computers 10095 N75-31097 approach ... using digital computers AIRCRAFT QUIDANCE The digital eliplane and optimal storaft guidance p0103 N74-31431 Flight control system development in the UK Specialists Meeting on Impact Damage Tolerance of AGAND-CP-188 (GARD-CP-188)
Probability of perforation of alteraft structures by engine p0198 N78-1879 p0104 N74-31439 D104 M74-31439
The improvement of visual sits for spylose A and lanking in latting side for improved operation under fug conditions proof M74-31234
The guidance and control of V/DTOL sirelate and helicopters at night and in poor visibility in conference understanding. Iragments agments
Behavior of engine cases associated with blade ruprea
gottes N76-19462 tures influence of unatearly flow phenomens on the design pools N78.28171 and operation of sero engines p0098 N78-28171
Air driven ejector units for engine simulation in Wint proceedings [AGAND-CP-148] [AGARO-CP-148] p0011 N78-30082 A guidence system for liked or rotery wing elerabt in approach and landing zones --- using time division multiples-ing 10118 N78-25239 AIRCRAFT ENGINES tunes models (Arthur and Arthur a INCLARY EMPIRES

V/STO. Inequision systems ··· proceedings of conference on propulsion system design and operation
[ADARD-AR-84].

V/STO. propulsion systems ··· conference on propulsi
system design, configuration, and performance for vertical
and short takeoff aircraft
[ADARD-CP-135]. by Double State of the Control of th (GARD-R-848) p0073 NY8-32183 Advances in engine burst containment and short iskeoff sincratt
[AGARD-CP-139]

pooss N74-20401
Comparative appraisal of propulsion systems for VTOLsincrah -- Aumitional description and classification of sincraft
ple propulsion systems
Optimum engines for military v/3700 sincraft -- shect
of military operational requirements un propulsion system
pooss N74-20402
Engine systems are commercial STOL sincraft -effect of sincraft requirements and operational characteristics on engine parameters
ince on engine parameters
this influence of the control concept for V/3700 engines
on their static and dynamic performance obstaclassitics
pooss N74-20405
integrated propulsion/energy (resulter control systems for p0073 N78-32184

p0073 N78-32184

Avionic cooling and power serieged after Precised considerations in implementing Kelman filters
poss N76-24201
Precised considerations in implementing Kelman filters
poss N76-24202 The possible impact of DC arcraft gover supplies on the design of evionic and other equipment. Experiences with the 8-1 navigation lifter HOOSE N78-24203 Experiences in hight testing hybrid navigation systems pooss N76-24204 Aircraft power supplies Their performance and limite-ons p0074 N77-18037 Aircraft power supplies and oneign problems. A Dasign and development of Kalman filters nevigation pooss N76-24208 Flight simulation/guidance systems simulation (GARD-CP-198) p0124 N76-29287 viewpoint from the power conditioner designer Altorati recking technique p0078 N77-16040
Thermal management of Right risck instruments p0078 N77-16041 00078 N77-16036 IAGAND CP-198 0078 N77-16040 Comparative experimental evaluation of two-dimensional Integrated propulsion/energy transfer control systems for lith-tan V/STOL atteration - reduction of total propulsion system and control system intestillation requirements posses 744-2046.

Compact thrust sugmentors for V/STOL atteration. and pasudo-parapactive displays for guidance and contro HO083 N77-18083 The cooling of a god-mounted avionic system AIRCRAFT INSTRUMENTS n0078 N77.18042 AGAID flight test instrumentation services. Volume 1 Susic plinciples of flight test instrumentation engineering --- application to large automated systems for initial fligh Efficient sources of cooling for extonic µ0078 P}77-16043 μοστε 177.18043
Performance assessment of the conditioning system for the avionic equipment by of a small high subsonic military succiat μοστε 177.18043
The elect of syonics system characteristics on lights aucraft size, cooling, and electrical power subsystems propulsion system configuration for V/ \$10), and trules flight using one engine poce 7 N74-20419

Some engine and altotalt design considerations affecting tests of military and givilian strerant.
[AGANDOURAPH-160-VOL-1] p0077 N74-25933 noise --- application to conventional short range arcraft for operation from short and medium length runways p0077 N74-15934 The users' requirements An induction into the design of hight lest instrumentation stems --- factors affecting the development and design flight test instrumentation systems p0077 N74-18935 p0087 N74-20421 p.0078 N77-18048
Cooling of electronic equipment in relation to component temperature limitations and rehability p.0078 N77-18047
AIRORAFY EQUIPMENT
Eagle. DOC75 N77-16048 Influence of noise requirements on \$701 propulsion Metrological characteristics of a measuring channel or fundamental correctoration of flight test instrumentation system p0077 N74-25938 rystem deniums — analysis of acoustic properties of short takeoff sucrah p0087 N74-20422 Cost of ownership for propulsion system of powered title signation effects of development, acquisition, operation, and maintenance on alloraft angine qual factors Escape problems and maneuvies in combat sticraft conference on aircraft escape systems (or helicoptars and V/87OL aircraft [AGARD-CP-134] p0043 N74-20786 AGARD Right test instrumentation series. Volume 6 Open and sided loop accelerometers [AGAHD-Au-150-VOL-8] μ/3078 N74-33948 DODES N74-20427 Tachhical evaluation of the Aerospace Medical Panal Specialists Meeting on Escape Problems and Manogures in Combet Aeroraft 10043 NYA-20783 Technical evaluation report on 42nd Proposition and Flight tests with a simple head-up display used as a visual approach sid p0003 N75-21238 Energetics Penel Meeting on V/STOL Propulsion Systems --- proposals for future developments in V/STOL strutch in Combet Arteratt
Head clearance envelope for ejection seats during eggettes C sub x impect acceleration p0043 N74-20780
Aerometical research and evaluation support of existing Peripheral vision artificial horizon display p0088 N74-20433 DOZ18 N78-27703 Companion of conventional and advanced arcreft p0378 N78-17111 Air pollution characteristics of sircraft engines p0202 N74-28108 displays and proposed escape and retrieved systems at the Nevel
Aeropyace Recovery Facility pp003 777-20782
Clestrance of ejection path by the use of explosive cond
— explosive device for removal of strorah cancey prior to
ejection Engine installation serodynamics --- design and optimiza-Color and hrightness requirements for cookpit displays proposel to evaluate their chalacteristics tion of aircraft anglise installations for aubsonia a DOME N74.28483 DO078 N78-17113 supersonie streraft Low cycle high temperature fatigue ··· In alreraft [vt engines conference proceedings [AGARU-CP-158] p0195 N75-10487 The use of modern light emitting displays in the high Advanced concepts for retary wing and V/STOL airc diuminance conditions of alcorati cookpits poo44 N74-20788
Hallothier personnel survivability requirements
poo44 N74-20787 10078 N78-17118 JARU-UF-199)
Problems of low cycle high temperature fatigue in eircraft
Abnices p0198 N73-10488 New electronic display systems for elected instrument p0079 N78-17.1.7 Fredition in ECHTF testing --- of strotaft jet engines polisis N78-10490 Advances in control systems --- proceedings of vorifer-Color haad down and hasd up CR1's for epaken dis-pocen N76-17119 ce on characteristics of aircraft control systems ence on characteristics of allorand control systems (AQAR0-CP-137) USD3 774-3.1429 USD3 774-3.1429 The Impact of opto-electronic sport aviantus --- development and application of electro-optical equipment with amphiese on system design p0.280 775 10775 The effect of cycle parameters on high temperature low cycle fatigue --- in aircraft jet engines p0195 N75-10491 A navigation monitor for VLF signals p**006**0 147**6**-32187 Lifetime prediction methods for elevated temperature fatigus in aircraft jet engines p0196 N78-10493 man approximate of secure-optical equipment with miphasis on system design po256 N78 10778 Evaluation of the potential tene/it to the seconautical field from less. technology [AGARO AG 185] p0186 N78-16826 Visual presentation of duckett information including special devices used for particular conditions [AGARU CP-201] p0062 N HODES N77-16060 The development of alteraft instruments DOORS N27 18081 Possible application of lasers in astunation pollab N78 18830 Pollab N78 18830 Pollab Distortion induced engine instability IAGAND-LS-72) AIRCRAFT LAMBING p0089 N75-12884 Floor tanking performance under high workload conditions considering day and right profidences p0237 N75-12584 spurmseragic risk feators of flush-revyle tollets in rotati p0223 N76-14759 Digital data transmission in averaff EMC-problems and ossible solutions p0163 N76-18287 Introduction to distortion induced equine metability

positive solutions
Aircraft/stores compatibility ensiyate and flight teating p0111 N76-23290

Prediction of pilot performance & lockermical and aleap mood correle as untiler high workload conditions during sucreft can, e landings p0238 N75 12598

p0089 N/8-12966

p0088 N76-12989

Suurces of distortion and compatibility pones N78-12986

Take-off and landing ··· seminar on aircraft guidance control, stability, and flight characteristics during approach and Landing and takeoff [AGAR0-CP-180] p0001 N75-21219 High-lift serodynamics Trends, trades, and options p0001 N75-21220 General criteria for the definition of take-off and landing of an aircraft with nonlimited lift p0001 N75-21222 p0002 N78-21224 Braking performances Tradeoff parameters of alternative takeoff and landing p0002 N78-21225 A technique for analysing the landing manuscrie arcraft parformance during steep and two segment landing spinosch p0002 N75 21226 Stability and control harmony in approach and landing stability and control harmony in approach and landing analysis of factors affecting flight characteristics at low ispeeds p0002 N75-21227 Low power approach ··· relationship of approach and inding speeds to lift/drag ratio p0003 N75-21235 Modern means of trajectography n0004 N75-21241 Evaluation of the apecial senses for tiying duties: Perceptual abilities of Landing Signal Officers (LBOs) p0210 N75-23693 Aerodynamic aspects and optimisation of thrust reverser p0030 N75-23513 Approach and landing simulation · · bibli [AGARD-R-632] p001 Approach and landing simulation, introduction p0017 N76-14033 Elements of approach and landing simulation p0017 N76-14034 External disturbances D0014 N78-14035 p0016 N76-14037 /isual and motion cues Concluding remarks p0018 N78-14039 ABTROLASE: an integrated navigation and landing aid system. On board and ground display of informations p0082 N78-17138 US/UK vortex monitoring program at Hear p0056 N76-23216 · · · for airuraft approach spacine - for alterall approach specimic Independent lending monitors/survey report p0087 N76-23220 The STRADA landing trajectography system DO111 N78-23288 investigation of the lending approaches for a STOL aircraft using a flight simulator p0124 N76-29290
A joint pilot/landing officer simulation performed to determine stream wave-off performance requirements 00126 N76-29298 AIRCRAFT MAINTENANCE New technologies and maintenance of helicopters p0068 N74-31478 Diagnostics and engine condition monitoring p0094 N75-31084 utomatic Inspection, Diagnostic And Prognostic System (AIDAPS) An automatic maintenance to nce tool for helicop-p0094 N75-31088 Design for inspection and planning for maintenance of metural integrity p0188 N76-10461 structural integrity p0
Eddy current NDI in silline maintenance p0188 N76-16468 Gemmagraphy in airline maintenance p0189 N76-16472 Corresion prevention techniques, maintenance and p0137 N76-33337 AIRCOAPT MANEUVERS CRAFT MARKSUVENS
Determination of Rerodynamic derivatives from sponses in manoauvring flight p0006 N7
Secondary radar for ground movement control -0068 N7 n0058 N76-23211 Application of static and dynamic serodynamic coef-licients to the mathematical correlation of wind tunnel tea-results on servaria piloto p.0107 N76-29252 Effects of airframs design on apin characteristics p0107 N76-29252 p0107 N78-29255
Effects of statio moments from rockets or saymmetric
loads on alroraft spine
Analysis of sir-to-air missile requirements and weapons systems effectiveness in an air-combat maneu nvironment p0128 N78-28309
Air combst maneuvering treining in a simulator p0126 N78-29310
The pathophysiology of high susteined + G sub a appelar. ton, limitation to all combat manoevering and the use of certifitings in performance trailing [AGARD-CP-189]. The use of of fixed base simulator as a trailing device for high sustained or ACM (Air Combat Manaevering). G Bub & Stress n0221 N77-11652 Stress response and stress tolerance in fighter pilots during 6 G manoeuvers p0221 N77-11853 AIRCRAFT MODELS model technique for schaust system performance policy and processing policy Nacelle-surfame integration model testing for nacelle-surfame integration model testing for nacelle-surfame integration model testing for nacelle-simulation and inessurfame techniques for integration of pressurfame with tunnels policy Nacelle po A model technique for exhaust system performance Technical avaluation report on Fluid Dynamics Panel Specialists Meeting on noise machanisms [AGARD-AR-66] p0085 N74-19297

Some engine and sircraft design considerations affecting noise — application to convent and enor range sincreft for operation from short and medium length runways poles / N74-20421. The influence of noise requirements on STOL aircreft. engine design — snatysis of acceptable noise levels for short takeoff aircraft operating in congested areas pooss N74-20423 Q-fan propulsion for short hauf transports · · · application of variable fitrust fans for aircraft and angine notes reduction p0088 N74-20424 Some seromedical aspects of noise p0259 N74-22667 Supplementary contribution on aircraft performance insiderations for noise reduction p0065 N74-28455 considerations for noise reduction poofs N74-28455 sugar approach light test results of a business-type sircest with direct in control poofs N78-21240 Rotocrast and propeller noise poosa N78-30171 Effects of long duration noise exposure on hearing and health --- proceedings on stress (physiology) of flight cresss exposed to sircreft noise p0226 N76-17786 Physiological respt nees due to noise in inhabitants around Munich airport -- air, raft noise effects on human body Brief overview of some Air Force Flight Oynamics Laboratory research efforts in avoidationally and aero-acoustics—featibility analysis of feedback control of flutter using scale models of a 8-52 aircraft p040 A76-24151 Auditory propositionally fory communication DO230 N76-27851 AIRCRAFT PARTS | IRCRAFT PANTS | Examples of strong failure | Photographic examples of typical alroraft component cracking through in service failure | P0192 N74-23415 AIRCHAPT PERFORMANCE Formulating military requirements --- effect of military requirements on technical and design considerations p0095 N74-20404 The motorization of short take-off and landing secret: B0085 N74-20405 Engine cycle selection for commercial STOL averalt ... effect of signals requirements and operational characteristics on engine parameters p0086 N74-20408 Short haul airciaft adaptation to the use of ah p0086 N74-20411 Some engine and sircreft design considerations affecting noise --- application to conventional short range accept for operation from short and medium tength runways p0087 N74-20421 Problems of V/STOL altereft connected with the propulsion system as experienced on the Do 31 experimental transport stronger by 10088 N74-20430 ansport alrorate
The development and ilight testing of the propulsion ratem of the VAK 191 B V/STO Listike and reconnels same posses N74-20432 Technical evaluation report on ASARD Flight Mechanics Panel Symposium on Flight in Turbulence [AGARD-AR-67] p0064 N74-20639 AGARD flight test instrumentation services. Volume 1:
Basic principles of flight test instrumentation engineering
- application to large surrounsted systems for ritidal flight
tests of military and civilen sircraft
[AGARDORAPH-160-Vol.-1] p0077 N74-25933 The users' requirements Prediction methods for sincreft serodynamic characterists — proceedings of conference on methods for predicting isself performance. IAGARO-LS-671 n0054 N74-26445 General technical information --- survey of technical date on aircraft performance prediction p0064 N74-26446 Aerodynamic prediction mathods for sircraft at low speads with mechanical high lift devices p0064 N74-26447 A review of the low speed aerodynamic characteristics of stroraft with powered lift systems p0084 N74-28448 Aircraft lift and drag prediction and measurement nDO84 N74.28449 Prediction of supersonic airgraft serodynamic characterisp.0064 N74-26450 Appreisal of wing serodynamic design methods for ubsonic flight speed p0068 N74-28481 Boundary tayer :: stoulation methods and application to serodynamic problems p0065 N74-26452 External ators serodynamics for sireraft performance rediction p0058 N74-26454 Supplementary contribution on aircraft performance sonsiderations for noise reduction p0065 N74-26455 p0065 N74-26455 onsiderations for noise issues.

8-52 control configured vehicles program
p0105_N74-31462 Autostabilization in VTOs, aircraft. Results of flight trials SC / p0106 N74-31456 p005B N74-31480 Concept CCV and specifications Preliminary alreaft design --- procedures for determining aircraft configurations for accomplishing specific military AGAHD-LS-65 p005B N74-32420 Introduction to preliminary aircraft dasign p0056 N74-32421 Propulsion/secreft design instabiling experience p0089 N74-32423 Designing for managerability Requirements and poose N74-32424 Modern engineering methods in eircraft preliminary poddy N74-32425 design Critical review of methods to predict the buffet capability of alloraft [AGARD-R-623] p0069 N75-10053 Transonic buffet behavior of Northion F-5A similar [NASA-CR-140939] µ0070 N75 10054

V/STOL serodynamics --- proceedings of conference on V/STOL secret design, development, and flight characteris-[AGARD-CP-143] n0023 N75-13795 US Air Force V/STOL aircraft serodynamic prediction p0025 N75-13817 A review of the lifting characteristics of some jet lift V/STOL configurations p0025 N75-13819 p0025 N78-13819 /STOL configurations
High-lift aerodynamics Trends, trades, and options
pO001 N75-21220 Compatibility of take-off and fanding with mission and manuscrite performance requirements for fighter aircraft pQQQ1 N76-21221 General cutaris for the definition of take-off and landing DO001 N76 21222 of an arrorate with nonlimited life Tradeoff parameters of elternative takeoff and lending pO002 N76-21225 Stability and control harmony in approach and landing - analysis of factors affecting flight characteristics at low inspeeds p0002 N78-21227 strapeeds The influence of STOL longitudinal heliding qualities on pilots' opinions p0002 N78-21228 Low-speed stability and control characteristics of transport alreaft with particular reference to tailplane design p0002 N78-21229

Some low speed expects of the twin-engine short heur aircraft VFW 814 p0002 N76-21230 craft VFW 514
Guidance philosophy for military instrument landing p0003 N75/21233 All-weather lending system for Microury p0003 N78-21236
Some DHC-6 Twin Otter approach and lending experience p0003 N78-21236

BTOL system p0003 N78-21236 In a STOL avaions In a BTOL system poon of the p Aircraft stalling and buffeting Introduction and over view pOO28 N78-22281
Critical review of mathods to predict the buffer penetration capability of airciah pOO27 N75-22287 capability of airciaft Low speed injection effects on the serodynamic p ance at transoric speed pools NYS-2494
Research about effects of external flow and alteraft
Installation conditions on thrust reversers performances
pQC28 NYS-23498 A model technique for exhaust system performance pC029 N76-23502 testing pc029 N75-23802
Advanced flight test instrumentation. Design and calibration of determining performance and sincreft stability and pontrol pc008 N75-30003 stability and control p0005 N78-30003
Design and evaluation of a symmetric flight test mansource for the estimation of longitudinal performance and
stability and control characteristics p0005 N78-30008
Five identification methods applied to flight test data
-- stability derivatives, aircraft performance - stability derivatives, sirraty performance p0006 N75-30008 Input design for storaty parameter (dentification. Using me-uptimal upontrol formulation p0006 N75-30010 Comments oncomputation of sirraty flight characteristics computer programs for determining signaft stability Recommended procedures for processing acceleration data obtained by strongft during atmospheric turbulence [AGARD-R-631] P0032 N78-32014 Airchaft design integration and optimization, volume 2 [AGARD-CR-147] p0078 X75-70675 Experience in predicting subsonic aircraft charsteristics from wind tunnel analysis p0122 N75-25289 om wind tunnel analysis putzz rays and A joint pitot/landing officer simulation performed to starring aroust wave-off performance requirements p0125 N78-29298 AIRCRAFT PILOTS Time dependence of the flight induced increase of free time dependence of the flight induced increase of free uneary cortisol secretion in jet pilots p0237 N78-12897 Emotional and blochemical effects of high work-load in pilot landing performance p0237 N78-12598 epinal injury effer ejection [AGARD-AR-72] p0222 N78-23180 A study of vibration, pilot vision and helicupter ac-dents dents p0214 N75:27690
Airorew capabilities and limitations p0016 N76:14020 Arriew capacities and immericans poul or Nys-1902.

Accident superience of online pilots with static physical delects — evaluation of flight fitness p0227 N75-19791 Comparison of visual performance of monocolar and binocular avistors during VFR helicopter flight poul of the property of vision goggles · · · used by sircraft plints po227 N76-19794 Application of flight stress simulation techniques for the medical evaluation of atrorew personnel p0229 N78-27826 Studies on stress in aviation personnel, analysis and presentation of data derived from a battary of measurements pozzy N/8-27828 ents pozze n/e-z/eze Behavior of some respiratory parameters in candidate pilots. A comparative study between two different groups examined at ten years interval. p0229 N76-27831 Control of hemostatic disorders in Air Force personnel. Air Force beisonnel p0229 N76-27633 Control or research p0229 T7/9-2100
Stress response and stress tolerance in fighter pilots during 6 G manosuvers p0221 N77-11863
Visual sids and eye protection for the avistor [AGARD-CP-191] p0241 N77-12708 integration of avistors eye protection and visual side p0241 N77-12710 The interpertation of precentage estimation of carbon monoxide in discreti-accident fatalities with thermal injury p0234 N77-17721

AIRCRAFT PRODUCTION	Application of static and dynamic serodynamic coef-	Advances in engine burst containment and finite element
Preliminary design of give and military aircraft at Aylona Marcel Dassault-Breguet Aviation p0089 N74-32422	ficients to the mathematical correlation of wind tunnel test results on airgraft spins p0107 N76 29252	applications to bettle-damaged structure
Production design requirements for fly by wire systems	Stability of helicoids) motions at high incidences	[AGARD-R-848] p0073 N76-32183 Finite element applications to battle demaged structure
μ0010 N75-30045 AIRCRAFY SAFETY	p0107 N76-29254	p0073 N7B-32185
Aircraft fire safety	Limiting flight control systems p0107 N76-29256	Prevention and combat of corrotion in alreralt structures, bibliography p0138 N76-33340
[AGARD-CP-166] p0045 N76-14059 Safety fuel research in the United Kingdom	The growing contribution of flight simulation to aircraft stability, control and guidance problems	Advanced fabrication techniques in powder metallurgy
pO045 N76-14060	p0124 N78-29288	and their economic implications ··· conference procee- dings
Wide-cut versus kerosens foels Fire safety and other operational aspects p0045 N76-14062	Interaction between erroraft structure and command and stability augmentation system p0200 N76-29660	[AGARD-CP-200] p0138 N77-15152
Fiame propagation in aircraft vent systems during	AIRCRAFT STRUCTURES	AIRCRAFT WAKES Vortex wakes of conventional sticraft
refuelling p0048 N76 14065 Dynamic modeling of aircraft fuel tank environments and	Typical plane strain fracture toughness of sircraft instants p0195 N74-23443	(AGARD-AG-204) p0032 N78-30106 AIRFIELD BURFACE MOVEMENTS
vulnerability p0045 N76-14067	Aircraft Design Integration and Optimization, Volume 1	ATCRES trilateration, the advanced sirport surface traffic
Fire dynamics of modern aircraft from a materials point of view p0045 N76 14069	conference on optimal design of elliptic and related systems	The CORALL surveillance cystem for support runways
Analysis of the products of thermal decomposition of	[AGARD-CP-147-VOL-1] p0088 N74-31458	p0066 N76-23213
an aromatic polyamide fabric used as an alligraft interior material p0047 N76-14073	The role of preliminary dealgri in reducing development,	Correlations between far field acquatic pressure and flow
Arroraft fire protection technology applied to elecraft	production and operational costs of aircraft systems p0066 N74-31489	characteristics for a single airfoil p0256 N74-22647
design p0047 N76-14077 Fire protection of military aircraft p0047 N76-14078	Critical analyses and laboratory research work at the stage	A method for prediction of lift for multi-element airfoll systems with separation p0024 N76-13807
Dynamic affects in the setting of airplane crash fires	of aircraft preliminary design p0086 N74-31463 Specialists meeting on fretting in aircraft systems	Experimental high lift optimization of multiple element
p0048 N76-14084 Non-destructive inspection practices, volume 1 ··· for	[AGAND-CP-161] p0146 N75-22487	airfolis p0024 N75-13808 The serodynamics of two-dimensional airfolis with
safety of alloraft structures	Fretting of aircraft control surfaces p0146 N75-22488	spoilers p0024 N75-13809
[AGARD-AG-201-VOL-1] p0188 N76-16468 Non-destructive inspection practices, volume 2 for	Fretting of atrustures for modern VG fighters p0148 N75-22489	The effect of vortex generators on the development of a boundary layer p0024 N76-13810
salety of alicraft structures	Fretting fatigue in titenium helicopter components	Some aspects on unateady flow past airfolls and case.
[AGARD-AG-201-VOL-2] p0189 N76-18477 AGARD highlights, September, 1976	p0146 N75-22491 Structural response to impact damage alignaft	ades p0099 N76-25197 Preliminary results for single sirioli response to large
(AGARD-HIGHLIGHTS-78/2) p0018 N76-31179	atructures	nonpotential flow disturbance considering turbocomp-
AIRCRAFT SPECIFICATIONS Status of methods for aircraft state and parameter	[AGARD-R-633] p0197 N76-11454 Dynamic response of alroraft structure	resear inlet flow p0100 N76-25198 The passage of a distorted velocity field through a crecade
identification p0121 N76-25282	p0016 N76-14022	of airfolls p0100 N76-25199
AIRCRAFT STABILITY The treatment of interaction of handling qualities, stability,	Non-destructive inspection practices, volume 1 ··· for safety of stronger structures	The computation of transprig flows past serofolia in solid. porous or slotted wind tunnels p0115 N76-25232
and control on structural loads by current specifications	[AGARD-AG-201-VOL-1] p0188 N76-16458	Two-dimensional tunnel wall interference for multi-
[AGARO-R-621] p0102 N74-30430 A historical perspective for advances in flight control	Philosophy of non-destructive inspection fatigue life of alreraft structures p0188 N78-18459	element serofolie in incompressible flow p0115 N76-25233
systems p0103 N74-31430 A fly-by-wire flight control system for decoupled manual	Besic concepts in fracture mechanics applied to design	A low-correction wall configuration for sirful testing p0115 N76-25234
control p0104 N74-31443	of aerospace structures p0188 N78-15460 Survey of Problems In nondestructive testing of siroraft	The character of flow unsteadiness and its influence on
Autostabilization in VTOL siroraft Results of flight trials with SC 1 p0106 N74-31486	atructures p0188 N75-16483	steady state transpole wind tunnel measurements
Concept CCV and specifications p0088 N74-31480	Citical survey of mathods nondestructive testing of alrent structures p0188 N76-16464	p0118 N76-25286 Plight measurements of helicopter rotor serofoli charac-
Introduction of CCV technology into similare design p0068 N74-31481	Non-destructive inspection practices, volume 2 ··· for	teristics and some comparisons with two-dimensional wind tunnel results p0121 N76-25284
Transonic buffet behavior of Northrop F-BA sircraft	safety of aircraft structures [AGARD-AG-201-VOL-2] pO189 N76-15477	AIRFRAME MATERIALS
[NASA-CR-140939] p0070 N78-10084 Jet lift problems of V/STOL sheralt p0025 N78-13811	Detection and measurement of corresion by NDI	Examples of aircraft failure photographic examples of typical slicieft component cracking through in service
Sideslip in VTOL transition flight. A critical flight	corrosion of sixtraft structures p0190 N76-16482 Specialists Maeting on Structural Design Technology · · ·	failure p0192 N74-23415
condition and its pradiction in simple wind tunnel tests p0025 N75-13812	aerodynamic and stress considerations in sircraft structural	Standards of acceptance by non-destructive inspection for raw materials and components airframe materials
Impact on serodynamic design p0201 N75-18982	design	pO138 N76-16462
		pe 100 111 0 1000E
Teke-off and landing seminar on aircraft guidance.	[AGARD-CP-184] p0071 N76-17092 The significance of various management and technical	AIRFRAMES
Teke-off and landing sertiliar on alteraft guidance, control, stability, and flight characteristics during approach and landing and takeoff	The aignificance of various management and technical techniques on situraft structural design	AIMPRAMMS Fracture mechanics of siturali structures ··· proceedings of conference on structural characteristics of siturali
Teke-off and lending — semiliner on alteraft guidence, control, stability, and flight characteristics during approach and lending and takeoff [AGARD-CP-180] p0001 N78-21219	The significance of various management and technical techniques on situral structural design p0071 N76-17093 Evolution of the role played by the stress analysis office	AIRPRAMES Fracture mechanics of aircraft structures · · · proceedings of conference on atructural characteristics of aircraft components
Teke-off and landing — sentities on alteraft guidance, control, stability, and flight characteristics during approach and landing and takeoff [AQARD-OP. 180] p0001 N78-21219 Prediction and analysis of the low speed stall characteriatics of the Boeing 747 p0028 N78-22283	The significance of various management and technical techniques on situral structural design p0071 N76-17093 Evolution of the role played by the stress analysis office in the design of a prototype p0071 N70-17094	AIRRAMES Presture receivables of alteraft structures proceedings of conference on attructural observations of alteraft components [AGARD-AG-176] Specifium of loading of alteraft diagrams of typical
Take-off and landing seminar on alterals guidance, control, stability, and flight characteristics during approach and landing and takeoff [AGARU-CP-180] p0001 N78-21219 Pradiction and analysis of the low speed stall characteristics of the Boeing 747 p0026 N78-22286 Pra-stall behavior of combat aircraft p0027 N78-22286	The significance of various management and technical techniques on situral structural design p0071 N76-17083. Evolution of the role played by the stress enalysis office in the design of a prototype p0071 N76-17094. The problams associated with international design teams and their solutions or considering aircraft structural.	AIRPRAMES Fracture mechanics of alteraft atrustures ··· proceedings of conference on atructural characteristics of alteraft components [AGARD-AG-178] Spectrum of loading of alteraft ··· diagrams of typical flight-load profiles for sectical and trasport alteraft
Take-off and landing — semiliar on alterals guidance, control, stability, and flight characteristics during approach and landing and takeoff [AGARI-CP-180] p0001 N78-21219 Pradiction and analysis of the low speed stall characteristics of the Boeing 747 p0028 N78-22286 Praistall behavior of combat aircraft p0027 N78-22286 Methols for sicraft state and parameter identification (AGARI-CP-172) p0004 N78-28997	The significance of various management and technical techniques on situral structural delign p0071 N76-17083 Evolution of the role played by the stress analysis office in the design of a prototype p0071 N76-17094 The problems associated with International design teams and their solutions — considering aircreft structural p0072 N76-17098 The introduction of new materials — for lightweight	AIRPRAMES Facture mechanics of aterath structures ··· proceedings of conference on atructural characteristics of aterath components [AGARD-AG-178] p0.192 N74-23413 Spectrum of loading of aterath ··· disgress of typical flight-load potities for tectical and transport aterath p0.192 N74-23414 Examples of alterath failure ··· photographic examples
Teke-off and landing semillar on alterals guidance, control, stability, and flight characteristics during approach and landing and takeoff [AGARD-OP-160] [AGARD-OP-160] [Prediction and analysis of the low speed stall characteristics of the Boeing 747 [Pre-stall behavior of combat alterals p0027 N75-22288 [Methods for sicraft state and parameter identification	The significance of various menagement and technical techniques on alturaft structural design p0071 N76-17093. Evolution of the role played by the stress enalysis office in the design of a prototype p0071 N76-17094. The problems associated with instructural and their solutions — considering alterial structures p0072 N78-17096. The structurion of new materials — for lightweight sitraft construction of new materials — for lightweight sitraft construction.	AIRPRANCE Fracture mechanics of alteraft affuctures ··· proceedings of conference on atructural observations of alteraft components. [AGARD-AG-178] Specifium of leading of aircraft ··· diagrams of typical flight-load profiles for tectical and transport sizeraft policy in the conference of typical strategies of aircraft failure ··· photographic examples of typical affirst component cracking through its service.
Take-off and landing — semiliar on alterals guidance, control, stability, and flight characteristics during approach and landing and takeoff [AGARD-OP-180] p0001 N78-21219 [Prediction and analysis of the low speed stall characteristics of the Boeing 747 p0028 N78-22286 Pra-stall behavior of combast accraft p0027 N78-22286 Methods for sicrast state and parameter identification [AGARD-OP-172] p0004 N78-28987 Modelling of systems with a high level of internal fluctuations — motion associated with separated flow p0004 N78-28988	The significance of various menagement and technical techniques on situraft structural design p0071 N78-17083. Evolution of the role played by the stress enalysis office in the design of a prototype p0071 N70-17094. The problams associated with International design teams and their solutions — considering alroraft structures. p0072 N78-17098 The structural total of new meterials — for lightweight p0072 N78-17098. The roles of analysis in relation to structural testing fighter alroraft design.	AIRPRANCE Feature mechanics of alteraft attrutures ··· proceedings of conference on attructural obstracteristics of alteraft components. [AGARD-AG-176] Specifium of loading of alteraft ··· diagrams of typical flight-load profiles for sectical and transport alteraft p.0182 N74-23413 Examples of alteraft failure ··· photographic examples of typical strataft component cracking through in service failure The use of fracture mechanics principles in the design
Take-off and landing — semiliar on alterals guidance, control, stability, and flight characteristics during approach and landing and takeoff [AGARU-CP-180] p0001 N78-21219 Prediction and analysis of the low speed stall characteristics of the Boeing 747 p0028 N78-22286 Methods for sicraft state and parameter identification (AGARU-CP-172] p0004 N78-23997 Modelling of systems with a high level of internal fluctuations — motion associated with separated flow p0004 N78-23998 Application of a new oriterion for modeling systems—of aircraft stability observations for modeling systems—of aircraft stability observations for p0004 N78-33998	The significance of various management and technical techniques on situral structural deal pi0071 N76-17083 Evolution of the role played by the stress analysis office in the design of a prototype pi0071 N76-17094. The problems associated with international design teams and their solutions — considering alroraft structures pi0072 N76-17095. The introduction of new meterials — to lightweight alroraft construction pi0072 N76-17097. The roles of analysis in relation to structural stating — lighter aircraft design.	AIRPRAMES Facture mechanics of alreath structures ··· proceedings of conference on atructural characteristics of alreath components [AGARD-AQ-170]
Take-off and landing seminar on alsorah guidance, control, stability, and flight characteristics during approach and landing and takeoff [AGARI-CP-180] p0001 N78-21219 Practiction and analysis of the low speed stall characteristics of the Boeing 747 p0028 N78-22280 Methods for sicraft state and parameter identification (AGARI-CP-172] p0004 N78-22897 Modelling of systems with a high level of internat fluctuations motion associated with separated flow p0004 N78-2998 Application of a new oriterion for modeling systems of sicraft stability observations p0004 N78-30001 A Monte Carlu analysis of the effects of misternature.	The significance of various management and technical techniques on situral structural deal pi0071 N76-17083 Evolution of the role played by the stress analysis office in the design of a prototype p0071 N76-17094. The problems associated with instructional design rearms and their solutions — considering streef structures p0072 N78-17095. The introduction of new meterals — to lightweight ploof on the problem of the problem o	AIRPRAMES Facture mechanics of aterath structures ··· proceedings of conference on atructural characteristics of aterath components [AGARD-AG-170]
Teke-off and landing — semilars on alsorah guidance, control, stability, and flight characteristics during approach and landing and takeoff [AGARID-CP-180] p0001 N78-21219 Prediction and analysis of the low speed stall characteristics of the Boeing 747 p0028 N78-22280 Pre-stall behavior of combes aircraft p0027 N78-22280 Methols for sircraft state and parameter identification [AGARID-CP-172] p0004 N78-22897 Modelling of systems with a high level of internat flocutations — motion associated with separated flow p0004 N78-2998 Application of a new criterion for modeling systems — of aircraft stability observations p0004 N78-30001 A Monta Carlu arealtysis of the effects of mistramentation errors on aircraft parameter identification p0005 N78-30002	The significance of various menagement and technical techniques on situralt structural design p071 N78-17083. Evolution of the role played by the stress enalysis office in the design of a prototype p071 N78-17094. The problems associated with international design teams and their solutions or considering aircraft attractions solutions of new metalials or for lightweight stroat construction p072 N78-17097. The rolest roles of analysis in relation to attractive stress, p1072 N78-17097. The use of computers to define military streat structures use of computers to define military streat structures. P07072 N78-17099. Weight control and the influence of manufacturing on structural design.	AIRPRAMES Facture mechanics of alteraft structures ··· proceedings of conference on atructural characteristics of alteraft components [AGARD-AG-176]
Take-off and landing semiliars on alterals guidance, control, stability, and flight characteristics during approach and landing and takeoff [AGARI-OF, 180] p.0001 N78-21219 Pradiction and analysis of the low speed stall characteristics of the Boeing 747 p0028 N79-22286 Methods for sicraft state and parameter identification (AGARI-OF-172] modelling of systems with a high level of internal fluctuations motion associated with separated flow p0004 N78-29997 Application of a new criterion for modelling systems of aircraft stability characteristics p0004 N78-30001 A Monte Cartio analysis of the effects of maturementation p0006 N78-30002 Advanced flight test instrumentation p0008 N78-30002 Advanced flight test instrumentation p0008 N78-30002 Advanced flight test instrumentation p0008 N78-30002	The significance of various management and technical techniques on situralt situatural degropoly 1.78-1.7083. Evolution of the role played by the stress analysis office in the design of a prototype p0.071.770-17094. The problems associated with international design teems and their solutions. •• considering aircraft structures. •• p0.072.878-1.7098 The introduction of new materials. •• for lightweight alroart construction. •• p0.072.878-1.7099. The roles of analysis in relation to attuctural stating. •• flighter aircraft design. •• p0.072.878-1.7098. The use of computers to define military aircraft structures. •• p0.072.878-1.7098. Weight control and the influence of manufacturing on structural design. •• p0.072.878-1.7100. Design of attuctures in composite materials (basic data and intendisophrinary aution). •• or use in aircraft struc-	AIRPRAMES Facture mechanics of aircraft structures ··· proceedings of conference on atructural characteristics of aircraft components [AGARD-AG-178] p0192 N74-23413 Spectrum of leading of aircraft ··· diagrams of typical flight-load profiles for sectical and transport aircraft Examples of strong failure ··· photographic axamples of typical strong component cracking through in service failure The use of fracture mechanics principles in the design and analysis of demage tolerant strotures p0192 N74-23417 Nondestructive testing (NDT) and fracture mechanics ··· assessment of integrity of aircraft components and structures p0194 N74-23437 Altrame/propulsion interference
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Teke-off and landing seminar on alcraft guidance, control, stability, and flight characteristics during approach and landing and takeoff [AQARD_CP.180] p0001 N75-71219 Prediction and analysis of the low speed stall characteristics of the Boeing 747 p0028 N75-22283 Mesthols for sicraft state and parameter identification [AQARD_CP.172] p0004 N75-22283 Mesthols for sicraft state and parameter identification [AQARD_CP.172] p0004 N75-22283 Mesthols for sicraft state and parameter identification [AQARD_CP.172] p0004 N75-28988 Mesthols for sicraft state and parameter identification of internal fluctuations motion associated with separated flow p0004 N75-28988 Application of a new citierion for modeling systems of circraft stability of analysis of the affects of instrumentation errors on a roraft parameter identification and p0006 N75-30002 Advanced flight test instrumentation Design and calibration for determining performance and after if stability and control p0008 N75-30003 Status of input design for aircraft parameter identification and aircraft flight testing p0006 N75-30013 Practical aspects of using a maximum likelihood estimator for poosition of the parameter identification and aircraft derivatives by submettic parameter adjustment and frequency response methods. Estimation of aircraft derivatives from flight test data using Newton Rephasion method p0006 N75-30014 A comparison and evaluation of two rishthods of skritecting abbility derivatives from flight test from flight test from flight test from flight test from making Newton p0007 N75-30017 Model stimuture determination and parameter identification and p0007 N75-30018 importance of helicopter dynamics to the mathematical model of the helicopter dynamics to the mathematical model of the helicopter dynamics to the instination of model of the helicopter dynamics to the mathematical model	The significance of various management and technical techniques on situral situdural design of N76-17083. Evolution of the role played by the stress analysis office in the design of a prototype p0071 N76-17084. The problems associated with international design teams and their solutions — considering stress fructures p0072 N76-17098. The introduction of new materials — for lightweight sitratin construction in the manufactor of the poor N76-17097. The roles of analysis in relation to situatural testing — p0072 N76-17097. The roles of analysis in relation to situatural testing — p0072 N76-17097. The roles of analysis in relation to situatural testing — p0072 N76-17097. The roles of analysis in relation to situatural testing — p0072 N76-17097. The roles of analysis in relation to attractural status with the poor of the poor	AIRPRAMES Fracture mechanics of alteraft structures : proposedings of conference on atructural characteristics of alteraft components [AGARD-AG-178] p0 192 NY4-23413 Specitium of loading of alteraft : diagrams of typical flight-load profiles for tectical and transport alteraft p0 192 NY4-23414 Examples of alteraft failurs : photographic examples of hybrid elitraft component cracking through in service failure p0 192 NY4-23418 The use of fracture mechanics principles in the design and analysis of demage tolerant sizeraft structures policy NY4-23417 Nondestructive testing (NDT) and firsters structures assessment of integrity of aircraft components and structures assessment of integrity of aircraft components and structures (AGARD-CP-160) p0 192 NY4-23437 Althrams/propulsion interference [AGARD-CP-160] Interaction problems between air intelves and diceraft p0 202 NY5-23485 A criterion for prediction of airframe integration effects on inlets stability with application to advanced righter aircraft p0 202 NY5-23485 A counting of serodynamic forces on alliframs/propulsion system flow field interference and the effect on air intake and shaust notate performance p003 NY5-23507 Althrams-Engine interaction for engine configurations mounted above the wing Part 1. Interference between wing and intake jet p003 NY5-23507 Althrams-Engine interaction for engine configurations mounted above the wing Part 1. Interference between wind services pools NY5-23507 Althrams-Engine interaction for engine configurations mounted above the wing Part 1. Interference between wind services pools NY5-23507 Althrams-Engine interaction for engine configurations mounted above the wing Part 1. Interference between wind services pools NY5-23507 Althrams-Engine interaction for engine configurations mounted above the wing Part 1. Interference between wind services pools NY5-23507 Althrams-Engine interaction for engine configurations mounted above the wing Part 2. Interference between windividual services pools NY5-23508 NY5-23507
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Teke-off and landing seminar on alcraft guidance, control, stability, and flight characteristics during approach and landing and takeoff [AQARD_CP.140] p0001 N75-21219 Prediction and analysis of the low speed stall characteristics of the Boeing 747 p0028 N75-22282 Meshols for sicraft sites and parameter identification [AQARD_CP.172] p0002 N75-22283 Meshols for sicraft sites and parameter identification [AQARD_CP.172] p0004 N75-28993 Application of a new uniterion for modeling systems with a high level of internal facultisations motion associated with separated flow p0004 N75-28993 Application of a new uniterion for modeling systems of aircraft stability observations for modeling systems of aircraft stability observations are stability observations of aircraft parameter identification on aircraft parameter identification p0008 N75-30002 Advancement in parameter identification and aircraft stability and control p0008 N75-30008 N75-30009 Advancement in parameter identification and aircraft flight testing p0008 N75-30018 Practical aspects of using a maximum likelihood stating parameter adjustment and frequency response methods parameter adjustment and frequency response methods to Determination of aircraft derivatives by automatic parameter adjustment and frequency response method Estimation of the aircraft derivatives of a visional ton techniques p0008 N75-30018 Determination of the aircraft derivatives from flight test case—using Newton Rephasin method that aircraft derivatives from flight test case—using Newton Rephasin method of the aircraft aircraft derivatives from flight test case—using Newton Rephasin method of the aircraft aircraft derivatives from flight test case—using Newton Rephasion method of the flight poon N75-30018 P0007 N75-30018	The significance of various measagement and technical techniques on situral structural design of N78-17083. 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Composite materials design from a materials and design perspective — for structural structures. p0133 N78-19238. Specialists Meeting on impact Camage Tolesance of structures. D188 N78-19478. Damage tolerance of semimonocoquia arcraft p0198 N78-19476. Damage tolerance of semimonocoquia arcraft p0198 N78-19476. Damage tolerance of semimonocoquia arcraft p0198 N78-19478. Probability of perforation of smarth structure by angine frigments — p0198 N78-19478. Brain gouga massurements on sircraft volume 7. GAARD-R-640] Brain gouga massurements on sircraft volume 7. P0199 N78-19489.	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Teke-off and landing semiliar on alcraft guidance, control, stability, and flight characteristics during approach and landing and takeoff [AGARD-CP-140] p0001 N75-21219 Practicition and analysis of the low speed stall characteristics of the Boeing 747 p0028 N75-22282 Meshols for sicraft site and parameter identification [AGARD-CP-172] p0004 N75-23293 p0005 N75-23291 p0006 N75-23291 p0007 N75	The significance of various management and technical techniques on situral structural delign p071 N76-17083 Evolution of the role played by the stress analysis office in the design of a prototype p071 N76-17084 The problems associated with international design teams and their solutions — considering strates tructures and their solutions — considering strates tructures — p072 N76-17096 The introduction of new meterials — or lightweight p072 N76-17096 The roles of analysis in relation to structural stating — p072 N76-17097 The roles of analysis in relation to structural stating — p072 N76-17097 The roles of analysis in relation to structural stating — p072 N76-17097 The roles of analysis in relation to structural stating — p072 N76-17097 The roles of analysis in relation to structural stating — p072 N76-17097 The roles of analysis in relation to structural stating — p072 N76-17097 The roles of analysis in relation to structural stating — p072 N76-17097 The roles of analysis in relation to structural stating — p072 N76-17097 Design of structures in composite materials and intended point and intended construction — p072 N76-17097 Generation of composite material data for design — quality control in the manufacturing of laminates used in already construction of composite materials data for design — quality control in the manufacturing of laminates used in already construction of animals structures and design peripeotity — for structal structure p0713 N76-19237 Specialists Meeting in impact Damage Tolescope of cluotives Computer method for alicraft vulnerability analysis and the influence of structural damage on total vulnerability p0198 N76-19478 Damage tolerance of semimonocoque accraft p0198 N76-19478 Probability of perforation of animals structure by angine regiments — p0198 N76-19478 Structural effects of engine burst non constalment — p0198 N76-19478 Structural effects of engine burst non constalment — p0198 N76-19478 Structural and pound and stability augmentation system interaction — p0790 N76-29686 New struc	AIRPRAMES Facture mechanics of siterafi structures ··· proceedings of conference on structural characteristics of siteraft components (AGARD-AG-178) policy M74-23413 Spectrum of loading of siteraft ··· deagmas of typical flight-load profiles for tectical and transport siteraft policy M74-23414 Examples of siteraft component cracking through in sevice failure policy M74-23418 The use of fracture mechanic principles in the design and analysis of demage tolerant arcicular structures policy M74-23418 The use of fracture mechanic principles in the design and analysis of demage tolerant arcicular structures policy M74-23417 Nondestructive testing (NDT) and fracture mechanics ··· assessment of integrity of aircraft components and structures assessment of integrity of aircraft components and structures (AGARD-CF-180) interaction problems between air intekes and dicraft policy M74-2343 Airframe/propulsion between air intekes and dicraft policy M74-23488 A criterion for prediction of airframe integration effects on lines stability with application to advanced tighter aircraft policy M78-23489 A criterion for prediction of airframe integration effects on lines stability with application to advanced tighter aircraft policy M78-23489 A criterion for prediction of airframe integration assistance proposed may be proposed to the stability with application of advanced tighter aircraft policy M78-23489 Accounting of secodynamic forces on alliframe/propulsion system for wind turnel models policy m78-23500 Alframe Engine interaction for engine configurations mounted above the wing Fart 1 Interference between wing and nicks jet problems in wind turnel tests policy M78-23511 Airframe Engine interaction for engine configurations includes on airframe/propulsion as a discussion of similates, nortis flow, and how distribution [AGARD-AR-81] Jet and airframe noise policy M78-23114 Jet and airframe noise policy M78-23114 Jet and airframe integration model testing for reactile simulation and measurement accuracy polita M78-2
Teke-off and landing semiliar on alcraft guidance, control, stability, and flight characteristics during approach and landing and takeoff [AQARD-CP-140] p0001 N75-21219 Prediction and analysis of the low speed stall characteristics of the Boeing 747 p0028 N75-22282 Mesthols for sicraft state and parameter identification [AQARD-CP-172] p0004 N75-22283 Mesthols for sicraft state and parameter identification [AQARD-CP-172] p0004 N75-28988 Mesthols for sicraft state and parameter identification p0004 N75-28989 Modelling of systems with a high level of internal fluctuations motion associated with separated flow p0004 N75-28988 p0004 N75-28988 Application of a new citienton for modeling systems of alcraft stability characteristics p0004 N75-20001 A Monte Carlo analysis of the affacts of instrumentation errors on arcraft parameter identification p0005 N75-30002 Advanced flight test instrumentation Design and calibration for determining performance and after if stability and control p0008 N75-30003 N75-30009 Advancement in parameter identification and after if stability and control p0008 N75-30008 N75-30009 Advancement in parameter identification and after if flight testing process of process process process pool of N75-30012 Practical aspects of using a maximum likelihood estimator of the process pro	The significance of various measagement and technical techniques on situral structural dealor p0071 N76-17083 Evolution of the role played by the stress analysis office in the design of a prototype p0071 N76-17084 The problems associated with international design teams and their solutions — considering already functions and their solutions — considering already functions p0072 N76-17086 The structural testing p0072 N76-17086 The structural testing p0072 N76-17086 The structural testing p0072 N76-17086 The roles of analysis in relation to structural testing — p0072 N76-17087 The roles of analysis in relation to structural testing — p0072 N76-17087 The roles of analysis in relation to structural sesting — p0072 N76-17087 The solid policy of the policy of the p0072 N76-17087 The solid policy of the policy of the p0072 N76-17087 The solid policy of the policy of the policy of the p0072 N76-17087 The solid policy of the policy of t	AIRPRAMES Fracture mechanics of alteraft structures ··· proposedings of conference on attructural characteristics of eliteraft components. [AGARD-AG-178] p0.182 N74-23413 Specitium of loading of alteraft ··· degrams of typical flight-load profiles for tectical and transport alteraft p0.182 N74-23414 Examples of alteraft feature ··· photographic examples of hybrical eliteraft component cracking through in service failure in use of fracture mechanics principles in the design and analysis of demage tolerant seriest structures p0.182 N74-23418 The use of fracture mechanics principles in the design and analysis of demage tolerant seriest structures p0.182 N74-23417 Nondestructive testing (NDT) and fracture mechanics ··· assessment of integrity of aircraft components and structures (AGARD-CP-160) Interaction problems between air intelves and direraft p0.182 N74-23453 A criterion for prediction of airframe integration effects on inlet stability with application to advanced righter aircraft p0.022 N75-23485 A criterion for prediction of airframe integration effects on inlet stability with application to advanced righter aircraft p0.023 N75-23487 Twin jet exhaust system test techniques ··· integrating airframe and propulsion system flow field interference and the effect on air intelse and exhaust notate performence p0.003 N75-23807 Airframe/propulsion system flow field interference and the effect on air intelse and exhaust notate performence p0.003 N75-23807 Airframe Engine interaction for engine configurations mounted above the wing Part 1. Interference between wing and inteks jet p0.003 N75-23807 Airframe Engine interaction for engine configurations mounted above the wing Part 2. Engine jet simulation problems in wind tunnel tests p0.003 N75-23807 Airframe Engine interaction for engine configurations mounted above the wing Part 2. Engine jet simulation problems in wind tunnel tests p0.003 N75-23807 Airframe Engine interaction for engine configurations mounted above the wing Part 2. Interference between

Near-net powder metallurgy sirframa structures Experimental design of laminar proportional amplifiers HF antenna evatams for small similaries and helicopters N142 N77-16176 DOIST N76-21435 selection and installation of antenna The effect of geometric and fluid parameters performance of well-attention chitype fluid amplifi p0170 N74-31675 AIRLINE OPERATIONS Very elim, high gain printed circuit microwave antenna Terminal area considerations for an advanced CTOL transport aircraft p0001 N75-21223 60001 N76-21223 for airborne blind landing aid ··· considered supersonic aircraft p0170 N74-31676 The design of flueric, turbulent, wall all attachment flip-p0181 N75-21437 Importation, diagnosis and treatment of smallpox, cholera diagnosy p0223 N76-14762 AEW radar antennas ··· computarized design for sidelobe point N74-31679 Digital fluidic component and system nternational quarantine for control of mosquito-born n design p0181 N76-21438 Analog fluidic circuitry Review, critique and a new potest N76-21440 Airborne low-VHF antennas p0170 N74-31680 diseases on Guam TE sub 11 circular waveguide ferrite pheters optimization propagation modes and performance prediction p0170 N74-31681 The attenuated live smallpox vaccine, strain MVA results experimental and clinical studies p0224 N76-14767 operational amplifier
AMPLITUDE MODULATION of experimental and clinical studies Coccidioidomycosis and svistion n0224 N78-14788 wave modulation of whiatler waves p0167 N74-31831 The threat of tropical diseases and perasitoses some epidemiological and clinical aspects) p0224 N76-14772 A commutation on antenna systems covering standard craft and balloons p0171 N74-31685 sucraft and balloon ANALOG DATA reraft and barrooms
The design of wide band notch serials and some applicaons to avionics p0172 N74-31094 ANALOG DATA
Telemetry — development and application of telemetry
to flight test instrument systems
The design and development of the
MRCA autopilot
p0105 N74-31448 The operation of helicopters from small ships p0230 N76-27348 tions to avionics tions to evionics policy with high Employment of nearfield Casseguin antennae with high efficiency and low sidelobes, taking the intelest-ground stations and the German Helico-telecommand station as asamples -- Loroidal aperture and submisecure for stationary AIRPORT PLANNING Terminal area considerations for an advanced CTOL transport aircraft pood 1 N78-21223 Future ATC technology improvements and the impact on airport especity poods N78-23210 ANALOGE Analog Buildio circultry. Review, critique and a new perational amplifier p0181 N76-21440 Antenna impedence of a ground-besed emitter in the very low frequency domain p0283 787-22072 Fassibility study of a HF antenna with elleptical polarization used for telegraphic transmission with very high speed The role of EPA in regulating aircraft/airport noise p0094 N75-3U173 Review on high speed applications of leser anemometry in France and Germany p0161 N77-11222 The use of rockets against crash fires in airport areas p00.47 N76-14078 The application of a laser anemometer to the investigation of shock-wave boundary-layer interactions ATCRES improvement program ... Improved anterina Fog dispersal at airports, the state of the art and of shock-wave boundary-layer instactions polish N77-11228 Development of photon correlation anemometry for application to supersonic flows polise N77-11231 The time-of-flight laser anemometer polise N77-11243 design for monopu (ARD-241) ANYENNA PHEDS AIRSPACE p0064 N78-23188 Studies of automatic navigation systems to improve illization of controlled simpace p0053 N76-23192 The time-or-night research and the ANGLE OF ATTACK Identification of nonlinear serodynamic stability and control parameters at high angle of attack p0004 N78-29999 ment of an E-band dual made hum for telemetry utilization of controlled airposce AIRBREED reception by the 100 M Effetsberg radio telescop p0172 N74-31697 Problems of noise testing in ground-based facilities with rward-speed simulation p0121 N76-25281 ersboloid antenna feed system
TENNA RADIATION PATTERNS forward-speed simulation
ALADIN 2 AIRGRAFT Antennas for avionica --- confisence on application of avionic antennas in Asiosal systems [AGAND-CP-138] p0189 N74-31887 Laminar separation on a biunted cone at high angles of attack poose N74-17080 Comments on wind tunnel/flight comparisons at high angles of attack based on BAC one-sleven and VC10 Presentation of serodynamic and accustic results of qualification tests on the ALADIN 2 concept [AQAMD.CP.138] po 168 N74-31682 Patterns and poterizations of simulteneously social plans arrays on a conformal surface --- considering multiple arrays of short dipoles po 168 N74-31682 Radiation obserated relation of HF notch serials installed in small aircraft Notes on the redation patterns of HF serials installed on helicopters --- effects of rotor modulation po 173 N74-31688 in-Right measurement of aircraft antennas radiation relations are unabled on positions are serial serials. p0024 N75-13803 The influence of alcohol on arms vertibular tests p0230 N76-27838 experience p0122 N70-26290 Stall/spin problems of military aircraft [AGARD-CP-189] problems or minitary serotart police N76-29248 Asymmetric serodynamic forces on alterath at high angles of attack some desting guides policy N78-28257 YF-16 high angle of attack teal experience police N76-29288 ALCOTABLE Operational sepects of vertations in electrosis (AGARD-AG-189) p0222 h p0222 N74-34670 Sizing of complex structure by the integration of several different optimal design structures In-flight measurement of shortell entennee radiation patterns --- using omnidirectional range system and distance measuring equipment poly3 N74-31701. An improved measuring technique for investigations of the near field region of antennes --- using microwave poly3 N74-31703. Determination of the movement of the apparent phase centers of sitroral entennes for calibrating the ZD 88 interferometer --- coherent wave for its mutations for slot entennes and spiral entennes poly3 N74-31704. Roll plane enabysis of on-alterals minutes of resident polymorphisms insulations of addition patterns for selection and positioning of antennes poly3 N74-31706. Attennes and conducting access on a lower strong and access on the conducting access on a lower strong and access on the conducting access on a lower strong access on the conducting access on a lower strong access on the conducting access on a lower strong access on a lower strong access on the conducting access on a lower strong access on the conducting access on a lower strong access on the conducting access on a lower strong access on the conducting access on a lower strong access on the conducting access on a lower strong access on the conducting access on a lower strong access on the conducting access on a lower strong access on the conduction access on the conduction access on the conducting access on a lower strong access on the conduction acce US Navy flight test evaluation and open at high angle of attack pt ANGULAR ACCELERATION optimal design algorithms .9738] Integration algorithm in a digital display store for airborne pools 1 N76-17130 DO196 N78-12361 00106 N76-29246 The stall/apin problem SURVEILLINGS CADAR
ALL-WEATHER AIR NAVIGATION ANGULAR CORRELATION Measurements of angle of arrival fluctuations of a leaser beam due to turbulance p0206 N76-29840 ANGULAR MOMENTUM Tradeoffs between crew training and exotic equipment inight and foul weather flying p0011 N75-30054 US Army experience in low-level night flying pools. ght flight p0012 N78-30087 Asymmetric acrodynamic forces on atroich at high ringles of attack - zome design guides p0107 N75-29257 Microwave radiometric all-weather imaging and piloting pool 12 N78-30060 puterised simulation or recessor.

positioning of antinnas
Antenna and conducting screen on a leasy ground
p0283 N75-22073

Depolarization and noise proprities of wet antenna
p0180 N75-18288 US Navy VTOL automatic landing system development pools N78-30081
Night and All-Weather Guidance and Control Systems Models of the cardiovascular system under whole body bratton stress p0216 N75-27706 for Fixed-Wing Altereft [AGARD-CF-211] Experimental study of vision dimining in an animal Antenna response to rendom electric fields due to 10242 N77-12716 Antenna response to rendom electric reconstitutions in plesmas poliso N76-16267 ANNUAL VARIATIONS Structure of tropospheric Inhomogeneties as deduced from interferometric measurements p0252 N75-22065 MATCALS. Expansion of capacity for expaditionary pools N76-23201 The reduction of electromagnetic competibility due to non-linear elements and unintended random contacting in the proalimity of the antenns of high-power RF-transmitters ANNULAR FLOW ALPHA JET AIRCRAFT Annulus wall boundary layers in turbomachines [AGARD-AG-188] p0176 N74 Comparison of aerodynamic coefficients obtained fr p0176 N74-30827 theoretical calculations, wind tunnel tests, and flight tests data raduction for the Ali-ha Jat aircraft. ANTENNA ARRAYS transmitters ANTHROPOMETRY An anthropometric survey of 2000 Royal Air force Aircrew. 1970/7 ([AGARD-AG-181] p0222 N78-17936 Conformal strays for attoraft --- design of multifrequency Spin flight test of the Jaguer, Mirage F1 and Alpha-jet p0108 N76-29264 nO122 N76.28298 antenna array p0169 N74-31666 Patterns and polarizations of simultaneously excited [AGARD-AG-181] p0222 N75-17936 A review of anthropometric deta of German Air Force and United States Air Force flying personnel, 1967 ALPHANUMERIC CHARACTERS planar arrays on a conformal surface --- considering multiple arrays of short dipoles p0169 N74-31669 rays of short dipoles

Design of periodically modulated tri-plate antennas polise N74-31670 Applications Alphanumeric ALUMINUM ALLOYS Research toward development feasibility of an advanced technology V/8TOL propeller system — development and evaluation of boron-aluminum compound for propeller [AGARD-AG-205] n0194 N78-26635 |AGARU-AU-201| | Human exposure to whole-body vibration in military vehicles and evaluation by application of (SO/DIS 2831 | pQ213 N78-27687 Linear phased array for yew stabilisation tion --- computerized p0170 N74-31678 A crossed-slot belt array antenna for satellite application
- considering astellite telemetry system
p0170 N74-31682 Legal sepects of flying accidents investigation disaster p0233 N77-17716 blades DOOBS N74-20414 blades 9008 N74-20414
Service failures and laboratory tests — analysis of structural failures due to embrittlement and manufacturing defects 90194 N74-23432
Fracture toughness lest results — tabulation of mechaniviptime identification Procedures for identification of mass e disester victime p0234 N77-17717 UHF linear phased arrays for seronautical natellite p0171 N74-31687 ANTIAIR GRAFT MISSILES
The HITVAL program instrumentation of antiaircant guar systems
ANTIGINAVITY
The plus Gr potentive methods for utighter-stated attract of ANTIMISSILE DEFENSE cal properties for titinium alloys, aluminum alloys, and steels p0195 N74-23444
The influence of freiting on fatigue p0146 N78-22494 Circularly polarized L-band planar array for aeronautical satallitie use p0171 N74-31669 ion --- performance p0111 N76-23269 Electronically scanned Tacan antenna as an enroute and policy N74-31681 Manual on fatigue of structures. Volume 2 Causes and prevention of structural riemage. Chapter 6 Fretting, corrosion damage in sluminium alloys. [AQARD-MAN-9-VOL 2] p0136 N76 17226 terminal navigational aid Array and reflector techniques for airport precision approach radas --- using limited scan coverage p0172 N74-31698 Ontoino della compania della compani The advanced scientific computer: An advanced computer architecture and its resistance application to ballistic missile defense p0247 N75 16283 Rediation characteristics of Dinned erray antermas ... statistical phase distribution effect p0173 N74-31700 missile defense Investigation of characteristics and practical implementa-tion of arbitrarily polarized radiators in slot arrays Stress corrosion of aluminum alloys policies in the Basic microstructural aspects of aluminum elloys and purificance on fracture behaviour policies. Places Dasign of aluminum alloys for high toughness and high policies. Specifications of the propulsion systems for anti-tank okets p0144 N77-11187 p0174 N74-31707 APERTURES AWTERNAL DERIGH How many pictures do you have to take to get a good p0207 N76-29851 Antennas for evionica --- conference on application of evionic aniernas in Aerosat systems
[AGARD-CP-139] p0169 N74-31667 APOLLO SPACECRAPT AMPHIBIOUS VEHICLES The FNA 615 A self-contained low-gost in system for ground-vehicles pO051 N76 AMPLIFICATION Aerospage prétaure vessels --- analysis of structural failures to determine corrective megaures Conformal arrays for situraft ... design of multifreq p0081 N76-32167 Applications Alphanumeric p0286 N77-10951 Polyrod agrists for syonic applications — affects of additional dislation state on antenna gain p0170 N74-31677 Design of periodically modulated tri-plate entennes

p0169 N74-31670

COM applications Graphic

u. no a flight almulator

Investigation of the landing approaches for a STOL aircraft ing a flight simulator p0124 N76-29290

High efficiency enterings for airborne rader --- design Cassacrain antenna p0169 N74-31671

Problems of anterines operating in the telemetric 5 bend points points N74-31673

of Cassaniam antenna

AMPLIFIER DESIGN
Analytic design of laminar proportional amplifiers

NO 180 N76-21434

D0266 N77-10862

APPROACH CONTROL	Specifications of the propulsion systems for anti-tank	Polar ionosohere modeling based on HF backscatter.
Integrated Right control system for steep approach p0105 N74-31454	rockets p0144 N77-11187	beacon, and airborne ionosonde measurements
Take-off and landing seminar on alteraft guidance,	ARTILLENY FIRE	pO187 N76-20128
control, stability, and flight characteristics during approach	Impulsive noise measurement methods and physiological	Developments in the climulation of atmospheric turbul-
and landing and takeoff	effects p0145 N77-11195	ence p0126 N76-29306
(AGARD-CP-160) p0001 N75-21219	ASSEMBLY LANGUAGE	Simulation of patchy atmospheric turbulence, based on measurements of actual turbulence p0126 N76-29307
A technique for analysing the landing mandauvre aircraft performance during steep and two segment landing	Syntactic methods for the prescription of processes	Optical modelling of the atmosphere
approach p0002 N75-21226	p0246 N75-16269	pQ203 N76-29816
Stability and control harmony in approach and landing	ASSESS ANTS	Models of the atmospheric serosols and their optical
analysis of factors affecting flight characteristics at low	Evaluating measures of workload using a flight simula- tor p0237 N75-12591	properties pO203 N76-29817
arrapseds p0002 N75-21227	ASTIGMATISM	Radiative transfer in cloudy atmospheres considering
Direct lift control applications to transport alricalt. A	Visual acuity of astigmatic subjects and it less to air	splar radiation p0204 N76-29823 Theoretical studies of the transfer of solar radiation in
UK viewpoint p0002 N75-21231 Investigations on direct force control for CCV aircraft	force service p0210 N75-23695	the atmosphere µ0204 N76 29827
during approach and landing p0002 N75-21232	ASTRONAUT LOCOMOTION	ATMOSPHERIC OPTICS
Flight tests with a simple head-up display used as a	Preliminary research on body displacement during luner	Outgoal propagation in the atmosphere
visual approach aid p0003 N75-21235	walking p0217 N75-29726	[AGAND-CP-183] p0203 N76-29815
Low power approach · · · relationship of approach and	ASTRONOMICAL TELESCOPES	Optical modelling of the atmosphere
landing speeds to lift/dreg ratio p0003 N78-21239	Measurements of the atmospheric transfer function	pO203 N76-29816
Steep approach flight test results of a business-type	using wave front folding Interferometers p0205 N75-29837	Fluorescent and Raman scattering in particles p0205 N76 29831
elicraft with direct lift control p0004 N78-21240	ASTROPHYSICS	Physical model for strong optical wave fluctuations in
Display for approach and hover with and without ground reference · · · image enhancement p0013 N78-30087	Instabilities and nonlines: processes in geophysics and	the atmosphere p0205 N76-29632
The flight development of electronic displays for V/STOL	astrophysics p0187 N74 31825	Measured visible spectrum properties of real at-
approach guidance Cl84 and SC-1 aircraft	ASYMMETRY	mospheres p0207 N76-29853
p0013 N78-30068	Effects of static moments from rockets or asymmetric	Passive and active atmospheric vision
Piloting aspects of V/STOL approach guidance CL-84	loads on aircraft spins p0106 N76-29259	p0207 N7# 19884
and BC-1 sireraft p0013 N75-30059	ATELECTABIB	Decrease of contrast in the atmosphere: Statistical presentation of the results of deytime and night-time
Plight symbology augmentation of sensor displays p0013 N76-30071	Centrifuge assessment of a reclining seat	measurements p0207 N76-29855
New radio stavigation aide based on TACAN principles	p0220 N77-11648	Sending of rays of light above the sea surface
· · · using omnidirectional radio ranges p0014 N75-30072	ATMOSPHERIC ATTENUATION	pO207 N78-29868
A guidance system for fixed or rotary wing stroraft in	Passive Infrared systems effects of atmosphere on	Atmospheria limitations of active and passive night vision
approach and landing sones using time division multiplex-	Imaging techniques and sensor design p0261 N78-10784 Atmospheric laser beam propagation · · · considering	systems p0208 N/6-29857
ing p0014 N78-30073	Atmospheric least beam propagation considering absorption, scattering, and turbulance affects	ATMOSPHERIC RADIATION Land, sea and atmospheric thermal noise
The nuclear landing sid for helicopters during the final approach phase p0014 N75-30074	p0166 N75-16843	p0159 N76-16261
approach phase p0014 N75-30074 Developments in the MADGE landing aid ··· the mil-	Influence of topography and atmospheric refraction in	ATMOSPHERIC REFRACTION
crowave aircraft digital guidance equipment system	UHF ground-air communications p0254 N75-22080	The Influence of particular weather conditions on radio
p0014 N76-30076	Atmospheric propagation and sonio boom	Interference pO160 N76-16263
Heavy-lift helicopter flight control system design	p0093 N75-30168	Remote probing of winds and refractive turbulence using
p0014 N78-30077	Optical propagation in the atmosphere	optical techniques pO207 N76-29852
Low visibility approach of helicopters and ADAC airc-	[AGARD-CF-183] p0203 N76-29815	ATMOSPHERIC SCATTERING Atmospheric leaser beam propagation considering
rah p0015 N75-30080 Approach and landing simulation bibliography	A comparative study of atmospheric transmission at three	absorption, scattering, and turbulence effects
[AGAND-H-632] p0017 N76-14032	laser wavelengths in relation to the meteorological perame-	p0186 N70-16843
Approach and landing simulation, introduction	ters p0203 N76-29618 Remote serorul sensing with an absolute calibrated	Propagation through inhomogeneous and atochastic
p0017 N78-14033	double frequency lider p0203 N76-29819	media p0251 N76-22063
Elements of approach and landing simulation	Almospheric effects relevant to leser spectroscopy	The fluid mechanics and computer modeling of almosp-
p0017 N76-14034	error sources in air politition monitoring system	heric turbulence causing optical propayation fluctuations
External disturbances p0018 N76-14038	p0203 N78-29020	p0203 N76-29821 Multiple scattering in planetary atmospheres
Visual and motion over p0018 N75-14037 Concluding remarks p0018 N75-14039	Calculations of polarization and radiance in the at-	p0204 N76-29824
Flight simulation/guidance systems simulation	mosphers p0203 N76-29822 Experimental and computational comparison of different	Methods for solving the equation of radiative transfer
[AGARD-CF-198] p0124 N76-29287	methods for determination of Visual lange	through finite thickness layers p0204 N76-26625
A joint pilot/landing officer simulation performed to	BO2D4 N76-29829	Radiative transfer in a scattering absorbing medium
determine altoraft wave-off performance requirements	Propagation of focused truncated laser beams in the	considering cloudy etrnosphere p0204 N76-29630
p0125 N76 29298	atmosphere p0206 N70-29836	Intensity correlation of radiation scattered slong the path
p0125 N76-29298 The influence of visual experience and degree of styliza-	atmosphere p0205 N76-29836 Measurement of atmospheric attenuation at 6328 a	Intensity correlation of radiation scattered along the path of a laser beam propagating in the atmosphere
p0125 N76-29298 The influence of visual experience and degree of stylisa- tion on height and distance judgement in sircreft approach	atmosphere p0206 N70-29836 Measurement of atmospheric attenuation at 6328 a p0206 N76-29839	Intensity correlation of radiation scattered along the path of a laser beam propageting in the atmosphera p0205 N76-29636
p0125 N76-28298 The influence of visual experience and degree of styliastion on height and distance judgement in aircraft approach scenes p0125 N76-29302	atmosphere p0206 N76-29836 Measurement of atmospheric attenuation at 6328 a p0206 N76-29839 Measurement of atmospheric absorption by utilization	Intensity correlation of radiation scattered along the path of a laser beam propagating in the atmosphere
p0125 N76-28/288 The influence of visual experience and degree of styliza- tion on height and distance judgement in aircraft approach scenes APPROACH INDICATORS	atmosphere p.0206 N70-29836 Measurement of atmospheric attenuation at 9228 a p.0206 N78-29839 Measurement of atmospheric absorption by utilization of an inferred solar radiation radeure; p.0208 N78-29842	Intensity correlation of radiation scattered along the path of a laser beam propagating in the atmosphere p0205 N78-29838 ATMOSPHERIC TURBULENCE Technical evaluation report on AGARD Plight Mechanics Panel Symposium on Flight in Turbulence
p0125 N76-20298 The influence of visual experience and degree of styliation on height and distance judgement in electer approach APPROACH INDICATORS Refearch on displays for V/STOL low-level and IMC operations p013 N78-30070	atmosphere p0206 N76-29836 Measurement of atmospheric attenuation at 6328 a p0206 N76-29839 Measurement of atmospheric absorption by utilization of an infrared polar radiation raceiver p0206 N76-29842 Propagation of high power laser beams through the	Intensity correlation of radiation scattered along the path of a leaser beam propagating in the atmosphere p0205 N78-2983E ATMOSPHERIC TURBULENCE Technical evaluation report on AGARD Pilght Mechanics Panel Symposium on Flight in Turbulence (AGARD-AR-167) p0084 N74-20839
p0125 N76-28288 The influence of visual experience and degree of stylization on height and distance judgement in aircraft approach scenes APPROACH INDICATORS Retearch on displays for V/STOL low-level and IMC operations APPROXIMATION	atmosphere p.0206 N70-29836 Measurement of atmospheric attenuation at 9228 a p.0206 N78-29839 Measurement of atmospheric absorption by utilization of an inferred solar radiation radeure; p.0208 N78-29842	Intensity correlation of radiation scattered along the path of a laser beam propagating in the atmosphera pD205 N78-29836 ATMOSPHERIC TURBULENCE Technical evaluation report on AGARD Plight Mechanics Panel Symposium on Flight in Turbulence (AGARD-AR-87) Advertministic model of sonic boom propagation through
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ARCHITECTURE ARCHITECTURE	atmosphere p. 0206 N76-28838 Measurement of atmospheric absorption by utilization of a mospheric absorption by utilization of a mospheric absorption by utilization of an inferred solar radiation raceiver p.0208 N78-28843 An overview of the limitations on the transmission of high energy learn beams through the atmosphere An overview p.0208 N78-28843 An overview of the limitations on the transmission of high energy learn beams through the atmosphere by nonlinear effects Numerical methods in high power learn problems p.0208 N78-28848 The limitations imposed by atmospharic breakdown on the propagation of high power learn beams p.0208 N78-28848 Experimental determination of singler and multiple pulse propagation in learn transmission through absorptive atmosphere. p.0208 N78-28848 Experimental determination of singler and multiple pulse propagation in learn transmission through absorptive atmosphere. p.0208 N78-28880 Computer simulation of stimuspheric turbulence and compensated imaging systems p.0207 N78-28880 ATMOSPHERIC GOMPOSITION Stricture of tropospheric inhomogeneities as deduced from interferometric measurements p.0202 N74-26108 ATMOSPHERIC GOMPOSITION Stricture of tropospheric inhomogeneities as deduced from interferometric measurements p.0202 N78-2883 ATMOSPHERIC GOMPOSITION Stricture of tropospheric inhomogeneities as deduced from interferometric measurements p.0202 N78-2808 ATMOSPHERIC GOMPOSITION Stricture of tropospheric inhomogeneities as deduced from interferometric measurements p.0202 N78-2008 ATMOSPHERIC GOMPOSITION Stricture of tropospheric inhomogeneities as deduced from interferometric measurements p.0202 N78-2008 ATMOSPHERIC GOMPOSITION Stricture of tropospheric inhomogeneities as deduced from interferometric measurements p.0202 N78-2008 ATMOSPHERIC GOMPOSITION Stricture of tropospheric breakdown on the propagation inhomogeneities as deduced from interferometric measurements p.0000 N78-2000 N7	Intensity norrelation of radiation acattered along the path of a laser beam propagating in the atmosphere p0205 N78-2883E ATMORPHERIC TURBULINGE Technical evaluation report on AGARD Right Mechanics Panal Symposium on Flight in Turbulence (AGARD-AR-67) A determination model of sonic boom propagation through a turbulent atmosphere p028 N74-2988E Effects of aurtace winds and gusts on alercaft design and operation — analysis of meteorological parameters for improved six saft flight characteristics (AGARD-R-628) Wind characteristics in the planetary boundary layer — analysis of wind conditions at White Bande Masile Range. New Mexico D070 N78-15641 UK research on seronaultical effects of surface whode and gusts — application to improving six saft handling qualities unter unfulent consistions p0070 N78-15643 Consect form expression of the optimal control of a rigid alipsane to furbulence p0009 N78-30037 Recommended procedures for processing coalelation data obtained by six and during atmospheric turbulence encounter [AGARD-R-621] Comparison between the calculated and measured transfer functions for the Concorde aircreft — aircreft curbulence (AGARD-R-621) Developments in the simulation of atmospharic furbulence (AGARD-R-621) Developments in the simulation of atmospharic furbulence (AGARD-R-621) Developments in the simulation of atmospharic furbulence (AGARD-R-621) P0038 N78-18084 The fluid natchanics and computer modeling of atmospharic furbulence causing optical progagation fluorations in the atmosphere furbulence fluorations in the strolephere p0208 N78-29837 Propagation of focused laser beams in the turbulent atmosphere furbulence laser for the fluid natchanics and computer modeling of atmospheric turbulence fluorations of stone photosphere p0208 N78-29837 Propagation of focused laser beams in the turbulent atmosphere p0208 N78-29837 Measurements of the atmospheric transfer function using wave front folding interferometers p0208 N78-29837
The influence of visual superience and degree of sitylization on height and distance judgement in alicraft approach icone on height and distance judgement in alicraft approach icone of the policia N76-19302 APPROACH INDICATORS Rerearch on displays for V/STOL low-level and IMC operations APPROXIMATION Difference approximations for time dependent problems policially and accuracy of numerical approximations to time dependent flows Evaluation of several approximate models for laminar incompressible separation by comparison with complete Naver-Stokes solutions For laminary of the processors ARCHITECTURE A family of modular processors The ASMODEE Project A family of modular processors Burface impedance of radio groundwayss over stratified acids Medical sepects of operating on the northern flank of NATI AREA N.VIGATION Communion navigation updating method by means of area processors Graphic area navigation with VOR/VOR, and VOR/DME imputs ARMED PORCES (PORCES) A study on metical officer career management and retention in the USA amend forces ARMED PORCES (PORCES) Canadian military ser materiel requirements policial N75-32139 ARMED PORCES (CREECA) ARMED PORCES (C	atmosphere D0206 N76-28836 Measurement of atmospheric attenuation at 9328 a D2026 N78-29839 Measurement of atmospheric absorption by utilization of en infrared solar radiation raceiver D0206 N78-29842 Propagation of high power laser beams through the atmosphere An overview D0206 N78-29843 An overview of the limitations on the transmission of high energy laser beams through the atmosphere by nonlinear effects Mumerical methods in high power laser propagation or considering atmospheric interaction problems D0206 N78-29848 The limitations imposed by atmospharic breakdown on the propagation of high power laser beams D0206 N78-29848 Experimental determination of single and multiple pulse propagation in laser transmission through absorptive atmosphere D0206 N78-29847 Determination of stant visual range from index eliginatures. D0207 N78-29849 Computer simulation of atmospheric trubblence and compensated imaging systems D0207 N78-29850 ATMOSPHERIC GOMPOSITION Freilministy notes on large scale mass transport p0207 N78-2880 ATMOSPHERIC CREDILATION Freilministy notes on large scale mass transport p0207 N78-2880 Constitution of the atmospheric in the gas turbine mechanist gases/gas analysis graphs (charts) D0206 N78-2880 ATMOSPHERIC CREDILATION Freilministy notes on large scale mass transport p0202 N78-2806 ATMOSPHERIC ORMPOSITION Structure of tropospheric inhomogeneities as deduced from interferometric messurement p0202 N78-2806 ATMOSPHERIC DROBLITY The inmitiations imposed by atmospheric breakdown on the propagation of high power laser beams p0206 N78-28848 ATMOSPHERIC CRESITY The inmitiations imposed by atmospheric breakdown on the propagation of high power laser beams p0206 N78-28848 ATMOSPHERIC GONSTY The inmitiations imposed by atmospheric breakdown on the propagation of high power laser beams p0206 N78-28848 ATMOSPHERIC GONSTY The inmitiations of the atmospheric mediation p0204 N78-29828 ATMOSPHERIC GONSTY	Intensity norrelation of radiation scattered along the path of a laser beam propagating in the atmosphere p0205 N78-28535 ATMOSPHERIC TURBULENCE Technical evaluation report on AGARD Plight Mechanics Panel Symposium on Flight in Turbulence [AGARD-AR-87] p0084 N74-29835 A deterministic model of sonic boom propagation through a turbulent atmosphere p028 N74-27855 Iffacts of surface winds and guest on alteraft degrad and operation — analysis of metaprological parameters for improved sitrater flight pharacteristics. [AGARD-R-828] p0070 N78-18841 Wind characteristics in the planetary boundary layer — analysis of wind conditions at White Bands Mesiler Range. New Mexico p0070 N78-18842 UK research on seronaulical effects of surface winde and quest — application to improving sizerah handling qualities under turbulence p0070 N78-18643 Coved form expression of the optimal control of a rigid altiplane to turbulence p0009 N78-30037 Recommanded procedures for processing societation date obtained by sizerah during atmospheric turbulence encounter. [AGARD-R-831] p0032 N78-32214 Compatison between the osticulated and measured transfer functions for the Concords sizerah — atmarfs control in simospheric turbulence. [AGARD-R-831] p0038 N78-1804 Compatison between the osticulated and measured transfer functions for the Concords sizerah — atmarfs control in simospheric turbulence. [AGARD-R-831] p0038 N78-1804 Simulation of patchy atmospheric turbulence incommensurements of actual turbulence incoding of elemospheric turbulence sheard incidence of elemospheric turbulence fluctuations and atmospheric p0208 N78-29307 The flight mechanics and computer incoding of elemospheric turbulence fluctuations. An exymptotic analysis p0208 N78-29337 Log normal probability destribution of strong irradiance fluctuations. An exymptotic analysis p0208 N78-29337 Measurements of the strong optical wave fluctuations in the atmospheric turbulence p0208 N78-29337 Measurements of the strong optical wave fluctuations of a loser p0208 N78-29337 Measure
The influence of visual superience and degree of sitylization on height and distance judgement in alicraft approach iconess policia N76-19302 APPROADM INDICATORS Referench on displays for V/STOL low-level and IMC operations Reproach in Marton Difference approximations for time dependent problems policy N76-31369 Stability and accuracy of numerical approximations to time dependent flows Evaluation of several approximations models for laminar incompressible separation by compension with complete Naver-Stokes solutions Fox 1903 N76-17035 Cn the calculation of supersorsic separating and restrating flows ARCHIZECTURE A family of modular processors In the ASMODEE Project Project A family of modular processors ARCHIZECTURE A family of modular processors Martical sepects of operating on the northern flient of NA11 Communious navigation updating method by means of area consistent Graphic area navigation updating method by means of area consistent ARM (ANATOMY) An arm restraint system for ejection seats in high performance stircts ARMED FORCES [ALARD-AG-205] A study on methical officer career management and retention in the USA armed forces retention in the USA armed forces ARMED FORCES (CNRIEON) Highlights of key chalacteristics considered fundamental to any revigetion system that might be introduced into policy introduced intoduced introduced intoduced into	atmosphere policy of a transpheric attenuation at 928 a p.	Intensity correlation of radiation scattered along the path of a laser beam propagating in the atmosphere p0205 N78-2883E ATMOSPHERIC TURBULENCE Technical evaluation report on AGARD Right Mechanics Panel Symposium on Flight in Turbulence (AGARD-AR-67) A determination model of sonic boom propagation through a turbulent atmosphere p028 N74-2983E Effects of surface winds and guest on alerest design and operation — analysis of meteorological parameters for improved streath flight characteristics (AGARD-R-628) Wind characteristics in the planetary boundary layer — analysis of wind conditions at White Bands Masile Range. New Mexico p0070 N78-15841 UK rewarch on seronaultical effects of surface winds and guest — application to improving sizerat handling quellities under furtherint consistions — p0070 N78-15842. Cosed form expression of the optimal control of a rigid aliption to further to-mitter p0000 N78-30037. Recommended procedures for processing acceleration data obtained by sizeral during stimospheric turbulence encounter (AGARD-R-831) Comparison between the calculated and measured transfer functions for the Concords sizeratic — analysis of policy in the policy of the p
The influence of visual superience and degree of sitylization on height and distance judgement in alicraft approach iconon height and distance judgement in alicraft approach iconon height and distance judgement in alicraft approach policies. Proceedings of V/870L low-level and IMC operations. Rerearch on displays for V/870L low-level and IMC operations. PPROXIMATION Difference approximations for time dependent problems policies. Proceedings of the policy N78-31389. Stability and accuracy of numerical approximations to time dependent flows. policy N78-31389. Stability and accuracy of numerical approximations to time dependent flows. policy N78-31389. Stability and accuracy of numerical approximations to time dependent flows. policy N78-31389. Evaluation of several approximate models for laminar incompressible separation by comparison, with complete Naver-Stokes solutions. policial separation processors. The ASMODEE Project. ARCHITECTURE. A family of modular processors. The ASMODEE Project. ARCHITECTURE. Policial policial policial policial separation policial p	atmosphere D0206 N76-28836 Measurement of atmospheric attenuation at 9328 a D2026 N78-29839 Measurement of atmospheric absorption by utilization of en infrared solar radiation raceiver D0206 N78-29842 Propagation of high power learn beams through the atmosphere An overview p0206 N78-29843 An overview of the limitations on the international or high energy learn beams through the atmosphere by nonlinear effects p0206 N78-29844 An overview of the limitations on the international or high power learn through the atmosphere by nonlinear effects p0206 N78-29844 Numerical methods in high power learn break pozon N78-29845 The limitational imposed by atmospharic breakdown on the propagation or learn transmission through absorptive atmosphere p0206 N78-29847 Datermination of slant visual range from fidar eliginatures, p0206 N78-29847 Datermination of slant visual range from fidar eliginatures p0207 N78-29850 ATMOSPHERIC GNUNDARY LAYER Wind characteristics in the planatary boundary layer or analysis of wind conditions at White Sands Missile Range, New Mexico p070 N78-18842 ATMOSPHERIC GROULATION Preliminary notes on large scale mass transport p0202 N78-2860 ATMOSPHERIC COMPOSITION Structure of troposphere inhomogeneties as deduced from interferometric measurements p0202 N78-2008 N78-18842 ATMOSPHERIC DIRECTION The measurement programme OPAQUE of AC/243 ipanel IV/RSG 8) on sky and terrain radiation p0204 N78-29828 ATMOSPHERIC DIRECTION ATMOSPHERIC DIRECTION The limitations imposed by atmospheric breakdown on the propagation of high power learn beams p0206 N78-29828 ATMOSPHERIC COMPOSITION Finantiation imposed by atmospheric breakdown on the propagation of high power learn beams p0206 N78-29828 ATMOSPHERIC COMPOSITION p0204 N78-29828 ATMOSPHERIC STRUCTION p0207 N78-29886 ATMOSPHERIC STRUCTION p0207 N78-29886 ATMOSPHERIC STRUCTION p0207 N78-29886	Intensity norrelation of radiation scattered along the path of a laser beem propagating in the atmosphere p0205 N78-28538 ATMOSPHERIC TURBULENCE Technical evaluation report on AGARD Right Mechanics Panel Symposium on Flight in Turbulence [AGARD-AR-67] p0084 N74-20839 A deterministic model of sonic boom propagation through a turbulent atmosphere winds and quest on attract design and operation — analysis of metaprological parameters for improved size aff flight obstacterstics [AGARD-R-828] p0070 N78-18841 Wind characteristics in the planetary boundary layer — analysis of wind conditions at White Bands Mealier Range, New Mexico p0070 N78-18841 UK research on seronavitical effects of surface winds and quests — application to improving sizerah handling qualities under furbulent contitions p0070 N78-18642 Cosed form expression of the optimal control of a rigid aliplane to turbulence p0008 N78-30037 Recommanded procedures for processing equalisation of turbulence encounter [AGARD-R-831] Comparison between the calculated and measured strainfer functions for the Concords alterate uniteration contitions [AGARD-R-831] Comparison between the calculated and measured strainfer functioning the Concords alterate uniteration cuttoring p0138 N78-18042 Developments in the simulation of simuspharic turbulence [AGARD-R-831] Developments in the simulation of simuspharic turbulence shall incomplete turbulence p0128 N78-28307 The flight inschanics and computer impolence fluctuations. An exemption analysis p0208 N78-28337 Physical model for strong optical wave fluctuations in the atmosphere unbulence strained fluctuations. An exemption analysis p0208 N78-28337 Measurements of focused taser beams in the strubulence using wave front folding interferometers p0208 N78-28304 Measurements of angle of errival fluctuations of a toser to an analysis p0208 N78-28304 How many pictures do you have to take to get a good one?
The influence of visual superience and degree of sitylization on height and distance judgement in alicraft approach iconess policia N76-19302 APPROADM INDICATORS Referench on displays for V/STOL low-level and IMC operations Reproach in Marton Difference approximations for time dependent problems policy N76-31369 Stability and accuracy of numerical approximations to time dependent flows Evaluation of several approximations models for laminar incompressible separation by compension with complete Naver-Stokes solutions Fox 1903 N76-17035 Cn the calculation of supersorsic separating and restrating flows ARCHIZECTURE A family of modular processors In the ASMODEE Project Project A family of modular processors ARCHIZECTURE A family of modular processors Martical sepects of operating on the northern flient of NA11 Communious navigation updating method by means of area consistent Graphic area navigation updating method by means of area consistent ARM (ANATOMY) An arm restraint system for ejection seats in high performance stircts ARMED FORCES [ALARD-AG-205] A study on methical officer career management and retention in the USA armed forces retention in the USA armed forces ARMED FORCES (CNRIEON) Highlights of key chalacteristics considered fundamental to any revigetion system that might be introduced into policy introduced intoduced introduced intoduced into	atmosphere policy of a transpheric attenuation at 928 a p.	Intensity norrelation of radiation acattered along the path of a laser beam propagating in the atmosphere p0205 N78-2983E ATMOSPHERIC TURBULINGE Technical evaluation report on AGARD Pilght Mechanics Panel Symposium on Flight in Turbulence (AGARD-AR-87) P0094 N74-20839 A determination model of soin boom propagation through a turbulent etimosphere p0238 N74-29888 Effects of surface winds and gues on alercaft design and operation — analysis of metaporological paternates for improved alcraft flight characteristics (AGARD-R-826) p00070 N78-15641 Wind characteristics in the planetary boundary layer — analysis of wind conditions at White Bands Masiler Range, New Mexico p0070 N78-15842 Uit reversion on seronautical effects of surface winds and guest — application to improving alcraft handling qualities under turbulent continuous p0070 N78-15843 Consed form expression of the optimal control of a rigid alipsians to furbulence p00070 N78-10007 Recommanded procedures for processing seaseleastion data obtained by siteraft during atmospheric turbulence encounter [AGARD-R-837] p0032 N78-3003 PRecommanded procedures for processing seaseleastion data obtained by siteraft during atmospheric turbulence encounter [AGARD-R-837] p0038 N78-18043 Developments in the simulation of atmospheric turbulence p0128 N78-2930 Simulation of patchy atmospheric turbulence, based on measurements of actual turbulence p0128 N78-2930 Physical model for atmospheric turbulence, based on measurements of actual turbulence p0208 N78-2930 Physical model for atmospheric turbulence, based on measurements of actual turbulence in p0208 N78-2930 Physical model for atmospheric turbulence, based on measurements of office atmospheric turbulence p0208 N78-2930 Physical model for atmospheric turbulence, based on p0208 N78-2930 Physical model for atmospheric turbulence, based on p0208 N78-2930 Physical model for atmospheric transfer function — using wive front folding interferometers p0208 N78-2930 Measurements of the atmospheric transfer function

TOMIZING Metal powder production by vaduum atomization	
	ATC costing processing ADSEL
FO140 N77-18185	ence rada
Formulating military requirements — effect of military requirements on technical and design considerations	The intr
pQQ85 N74-20404 High workload tasks of all crew in the lactical strike, attack	in air traff Intermi
and recommissance roles p0238 N76-12001	avoidance Results
Development experiences of real time computer basets systems in strike aircraft p0248 N75-16791	Limitin
	TAMOTU
COMED. A combined display including a fuel electronic	Applic evaluate
facility and a topographical moving map display for use in fighter/attack sircraft po082 N75-17134	Simula
Current standards of fatigue test on strike sircraft	and adju
The state of the s	AUTOMAT
Meeting on WingWith-Stores Flutter for attack alicraft [AGARD-AR-98]	Definit utilizing r
Application of unmanned arroraft	The de
ATTENUATION	Flutter
Paralatence and decay of wake vorticity p0121 N76-25283	DHADA] F amo tua
ATTITUDE (INCLINATION) Distant Object Attitude Measurement System (DO-	User o
AMS) p0110 N76-23286	Plans
ATTITUDE CONTROL The development and demonstration of hybrid programm	[AGARD Advan
able etitude control electronics with adaptable enalog/ digital design approach p0247 N78-1828 1	a fully at The pr
Simulation and simulator development of a separate	dispisys
pO124 N76-28298	Auton in the er
Auditory communication p0230 N76-2786 1	The o
AUDITORY DEPECTS The role of vocal audiumetry in the selection of navigation	Intera pompute
personnel p0209 N75-23090 Protective effects in tree of brain cortex gangliosides	Integr
on the hearing loss induced by high levels of noise	ground-
NO225 N70-1//WW	Futuri on airpo
The incidence of temporary and permanent hearing loss among structure exposed to long-duration noise in maritime	Comp
patrol aircraft (noise herards of recornalseance aircraft)	Adva
[DCIEM-75-HF-1073] p0226 N76-17792 AUDITORY PERCEPTION	Futur
The effects of pure tone hearing tosses on eviators' sentence intelligibility in quiet and in sircraft noise	A ne
p0208 N76-2306/	Use
Assessing an aviator's ability to hear speech in his operational environment p0208 N75-21085	environ environ
Objective electrophysiological measurements of ear observations, intelligibility of vowels and judgement of	AUTONO
the stage of attention power by non-visual task	to sire
processing computer programs pO211 N75-24301	AUTOPE
Comparison of model and flight test data for an augmen-	Airet ground
AURORAL ELECTROJETS	DROTUA
Type 1 irregularities in the autoral and equatorial electrojets p0157 N74-31826	Arm districe
AURORAS Observation of trianglarities in the sub-surgraf Fregion	Com
of the ionosphere through a backscatter technique and a mid-latitude station p0167 N76-20329	of the AUXIUA
AUSTENITIC STAINLESS STEELS	Becc [ACIAF
Fundamental considerations in the design of ferrous alloys auctonitising phase in heat treatment	AVAILAI
p0136 N76-19273	photog
User response to the SDI service developed at Aeronauti	AVALAN
cal Research Laboratones, Australia p0270 N76-25108 AUTOCOMMELATION Experimental evaluation of fluctuating density and	Opt enalys
radiated noise from a high-temperature jet p0286 N74-22844	termin
AUTOMATIC CONTROL	AVALA
The future position of the controller p0050 N78-32052 Principles of automation in air traffic control	AVIONI
Automobiou in air traffic control avalante	ın ihe Ani
p0081 N78-32088	avioni
20101242 OGIJANIVAN Ibaniatuno kan sana and ta muu A	[AGA] Opt
A survey of low cost self-contained navigation systems and their accuracies pools N76-32 150	
and their accuracies pools in re-az 1 ou wind turnel with a pool in R77-11977 pool in R77-11977	inani IAGA
and their accurates Automatic control of a transone real-time computer system AUTOMATIC PLIGHT CONTROL Libels control action (leading man in the UK	[AGA The
and their accuraces pools N74-221438 Automatic control of a transmit wind turnel with a seat-time computer system pools N77-11977 AUTOMATIC PAUDIT GONTROL Hight control system development in the UK poils N74-21438	ADA) Alta Ment
and their accurates pools N78-32100 Automatic control of a transants wind turnel with a pools N77-11977 AITOMATIC ENLIGHT GONTROL. Hight control system development in the UK polios N74-31438 A fly-by-wire flight control system for decupied manual control.	[AGA The ment emph Price
and their accuraces pools N76-22100 N77-11977 Authoristic control of a transmic wind turnel with a pools N77-11977 AUTOMATIC PLIGHT GONTACL Hight control system development in the UK polloa N74-31438 A fly-by-wire flight control system for decoupled manual control impact of active control technology on siplane design or conference	AGA The ment emph Prid (AGA
and their accurates pools N 78-32100 Automatic control of a transants wind turnel with a pool of N 77-11977 AITOMATIC ENLIGHT GONTROL. Hight control system development in the UK pol on N 74-31438 A fly-by-wire flight control system for decupled manual control impact of active control technology on airplane design control system for decupled manual pol on N 74-31448 (ABRO-CP-167) The Nelsyance of existing automatic flight untrol systems	AGA The ment emph Pris (AGA Be
and their accuraces pools N 78-32100 Automatic control of a transmit wind turnel with a pool of N 77-11977 AITOMATIC ENLIGHT GONTROL. Hight control system development in the UK pol on N 74-31438 A fly-by-wire flight control system for decupled manual control measured active control technology on airplane design control active control technology on airplane design pol on N 74-31443 (AGRO-CP-167) The Nelsyance of existing automatic flight unitrol system to the future development of active control pol N 73-3004	AGA The ment emph Pris [AGA Bei Comp
and their accurates pools N 78-32100 Automatic control of a transants wind turnel with a pool of N 77-11977 AITOMATIC ENLIGHT GONTAGL. Hight control system development in the UK pol on N 74-31438 A fly-by-wire flight control system for decupled manual control measured of active control technology on airplane design control for the N 18-300 AITOMATIC CONTROL OF The Nelsyance of active control technology on airplane design to the control of active control technology on airplane design to the future development of active control to the future development of active control systems to the future development of active control systems for pool of N 78-30044 Helicopter automatic flight control systems for pool systems operation pool 14 N 78-30074	AGA The ment emph Prin [AGA Bei Comp
and their accuraces pools N 78-32100 Automatic control of a transmit wind turnel with a pool of N 77-11977 AITOMATIC ENLIGHT GONTROL. Hight control system development in the UK pol on N 74-31438 A fly-by-wire flight control system for decupled manual control measured active control technology on airplane design control active control technology on airplane design pol on N 74-31443 (AGRO-CP-167) The Nelsyance of existing automatic flight unitrol system to the future development of active control pol N 73-3004	AGA The mant emph Pris [AGA Bei Comp Op

inding system
US Navy VTOL automatic landing system development p0015 N76-30081

program p0015 N76-30081
Studies of automatic nevigation systems to improve utilization of controlled sispace p0053 N76-23182

	AXIAL FLOW TURBINES
ATC concepts with existing utilization of eutomatic data	Man-machine interface avionics systems design p0244 N78-16244
ocessing public Appendix Appen	Novel devices and techniques microelectronic and semiconductor devices for avidnic computer systems
p0054 N78-23199 The introduction of accurate alreaft trajectory pradictions	p0244 N75-16245 Speuifying the requirements derivation of specification
at traffic control p0055 N76-23208	for evidenc computer system design p0244 N78-16246
Intermittent positive control A ground-based collector poobs N75-23208	Real time computer based systems conference on avionic computer technology
Results of recent NASA studies on spin resistance p0107 N76-29251 Limiting flight control systems p0107 N76-29256	[AGARD-CF-149] p0245 N76-16257 The influence of sylonic system requirement on silbories
TOMATIC LANDING CONTROL	computer design p0248 N/6-16244 Microprogrammed computer combined sylonics display
Application of flight simulation to develop, test, and valuate the F-14A automatic carrier landing system p0124 N70-29292	and data processing using time sharing and real time p0248 N75-16285
Simulation techniques and methods used for the study	Review of characteristic laser properties potes N75-15829
nd adjustment of the automatic landing system on the concorde supersonic transport strorast p0124 N78-28283	Required pilot cues and displays for takeoff and landing p0003 N75-2 1 237
TOMATIC PILOTS Definition and simulation of a digital filter and pilot device itilizing modern design techniques of filtration control	Helicopter avionics. UK research programme p0012 N75-30069
p0104 N74-31444 The design and development of the MRCA autopilot	Low level night operations of tectical helicopters p0013 N75-30065
p0105 N74-31449 Flutter suppression and structural load elleviation	Electromagnetic Noise Interference and Compatibility [AGAND-CP-189] p0189 N76-18256
AGARD-CP-176] p0070 N78-32098	Electromagnatic noise specifications p0181 N78-16271 Design problems related to radio communication with
TOMATION User requirements: Automated services p0265 N75-23382	en integrated althorne system p0182 N78-18266 Generation and effects of conduction and radiation noise
Plans and Developments for Air Traffic Systems [AGARD-CP-188] p0063 N76-23191	voltages between the components of a single system p0163 N76-16268
Advanced ATC automation The role of the human in a fully supposed system p0066 N78-23202	Improved design of interference suppressors and measur- ement of attenuation characteristics p0163 N76-16290
The provision and use of information on all traffic control displays pooss N78-23203	Measurement of Interwiring coupled noise p0163 N76-16292
Automation of local flow control and matering operations in the annual/translation environmentp0055 N78-23204	Automatic testing of avionics systems for electromagnetic commatibility p0163 N76-16294
The optimisation of traffic flow around a network p0066 N76-23208	A straight forward computer routine for system cable EMi analysis p0164 N76-18288
Interactive conflict resolution in air traffic control	The impact of modern electronic airborne displays in future eviation p0078 N76-17108
Integrated navigation system: Multifunction digital properties organized assumptions system	New electronic display systems for strongt instrument panels p0079 N76-17117
Future ATC technology improvements and the impact	Characteristics of head-up display systems p0082 N76-17138
On airport capacity pourse N/O-Zuz to Commuter sealated androach sequencing	AGARD builetin Technical program 1976 · · · panels on serospace medicine, svipnica, and electromagnetic wave
p008 / N76-23221 Advanced air traffic management avalem atudy	transmission [AD-A010370] p0272 N76-16038
pOSF N76-23222 Future air treffic control systems, a preliminary atudy	Avionics Design for Reliability (AGARD-LS-81) p0190 N78-24802
p0087 N76-23223 A new system architecture for ATC automotion p0087 N78-23228	Avionica reliability control during development p0190 N76-24603
the of automated evereme by the electromagnetic	Reliability growth modelling for avior-ids poiso N78-24604
environmental test facility in electromagnetic compatibility enalyses pO112 N75-23299	Experienced in-flight evionics malfunctions polled N78-24606
UTONOMIC NERVOUS SYSTEM The effects of ear protectors on some automatic responses to sircreft and impulsive noise stress (physiology)	Failures affecting reliability of avionic systems p0190 N76-24507 Impact of Reliability Improvement Warranty (RIW) or
DOZZS N78-17794	avionic reliability poles N78-24604 Avionic reliability and life-cycle-cost partnership
Airostt-accident autopales Tils medicolegal beck- ground p0233 N77-17714	point N76-2461 Case history of some high heliability designs for avisal
UTOROTATION Parachute escape from belicopters p0044 N74-20758	nysters po 191 N78-2461: Avionics design for reliability bibliography
Army sutprotational accidents analysis of factors contributing to helicopter accidents p0045 N74-20771	p0191 N76-24614 (neversive everem of multiple beacon localisation to
Comparison of the spin and low incidence autorotation of the Jaguer strike aircraft p0106 N76-29248	helicopters podec N78-3418 Steventh AGAND Annual Meeting
UXILIARY POWER SOURCES Recordary power systems for advanced rotororaft	[AD-A023909] p0020 N77-1498
[AGARD-AG-206] p0090 N75 22326	att requirements p0021 N77-1488 Avionic cooling and power supplies for advanced also
A guide to microfiche equipment available in Europe photographic equipment - projectors	raft [AGARD-CP-198] p0074 N77-1603
(AGARO-R-828) p0202 N76-26343	Aylonics cooling on USAF aircraft p0074 N77-1803 Advanced thermal components for affinient couling it
Optioni waveguide data transmission for avionics analysis of materials, structures, circuits, and waveguide/	avionic systems p0074 N77-1803 The possible impact of DC arrorat power supplies of
terminal interface pozeo M/B-10//W	the design of avionic andther equipment p0074 N77-1603
AVALANCHES 90050 N74-33545	Arcraft power supplies Their performance and limit tions p0074 N77-1802
AVIONICS Avionic flight control subsystem design and integration in the C-5 strolans p0088 N74-31482	Alteraft power supplies and cooling problems viewpoint from the power conditioner designer
Antennes for avionics conference on application of	p0075 N77-1803 Alteraft roling techniques p0075 N77-1804
avionin antennas in Aerosal systems polse N74-31567 [AGARD-CF-139] polse N74-31567	Thermal management of flight deck instruments µ0078 N77-160
Opto-electronics application of electro-optical equip- ment for aviolitic systems IAGARD 18:711 p0250 N75-10774	The cooling of a pod-mounted evicing system p0078 N77-160-
The Impact of outgrainet motor upon avioning develop-	p0078 N77-160
ment and application of electro-optical equipment with unphasis on system design p0260 N75-10775	
Principles of avionics computer systems [ADARD-AG-183] p0243 N75-10238	the evionic equipment bey of a small high subsonic militi
Basic digital computer concepts p0243 N75 17237	The effect of evionine system characteristics on figh
computers p0243 N78-16238 Ontimization avignina computer system design	p0078 N77-180
gi0243 N76-1823s Systems and system design inditwere dasign in	temperature impletions and reliability p0076 N77-150
Avionica systems p0243 N7E-18240 Avionica system architecture computer system	(AGARD-CP-178) p0084 X77-720
design by a problem and a perifying the remineration of	Basin research requirements for V/BTOL propulsion a

Defining the problem and specifying the requirement functional and operational requirements of ovinnics committee operational requirements of ovinnics committee.

p0243 N75-16242

c computer technology RD-CF-149] p0246 N76-16267 influence of avionic system requirement on airborne ter design p0248 N75-16284 ned avionics display ropiogrammed computer com rocessing ... using time sharing and real time p0248 N75-16286 riew of characteristic laser properties p0185 N75-15929 quired pilot cues and displays for takeoff and landing p0003 N75-21237 licopter avionics. UK research programme p0012 N75-30059 w level night operations of section helicopters ±0013 N75-30065 pO13 N75-20085

N75-20085

N76-20085

N76-20085

N76-189]

po188 N76-18269

po188 N76-18269

pottomagnatio noise specificationsp0181 N76-18269

pottomagnatio noise specificationsp0181 N76-18271

saign problems related to radio communication with tegrated althories evitem po182 N76-18268

po182 N76-18268

pottomagnation noise specification on the relation noise specification on the relation of th proved design of interference suppressors and measur-nt of attenuation characteristics p0.163 N76-16290 easurement of interwining coupled noise noise p0163 N76-16292 itumatic testing of avionics systems for electromagnetic patibility p0.163 N78-16284 straight forward computer routine for system cable snalysis p0.164 N76-16288 of modern electronic airborne displays in p0078 N76-17 108 a aviation iw electronic display systems for singlet instrument p0079 N76-17117 ers p0079 N76. 17117
harsoteriatics of head-up display eystems
p0082 N76. 17138
(GARD builetin Technical program 1876 in panels
simpace medicine, evipnics, and electromagnetic wave
amission... A010370) p0272 N78-18038 A010370]
vionice Design for Reliability
p0190 N78-24902
ND-LS-81]
vionice reliability control during development
p0190 N78-24903 laliability growth modelling for avio p0190 N78-24804 p0190 N78-24804 spenenced in-flight evionics malfunctions ixperienced in-Right evionics malfunctions N78-24806 po196 N78-24806 po196 N78-24806 po196 N78-24806 po196 N78-24807 mpact of Reliability Improvement Warrany (RIW) on onlic reliability po196 N78-24608 into reliability and life-cycle-cost partnership polish N75- 24611 Case history of some high reliability designs for avionic pole1 N78-24812 eths vionics design for reliability bibliograph nespensive system of multiple bearon localization for localization for poole N76-32181 kopters p0060 N76-32161 (leventh AGARD Annual Meeting 5-A023909) p0020 N77-14882 Research and development in support of Canadian military Research and development in support of Canadian military requirements p0021 N77-14884 Avionio cooling and power supplies for advanced alto-ARD-CP-196] Avionics cooling on USAF aircraft p0074 N77-18031 Advanced Thermal components for efficient cooling of p0074 N77-18034 ARD-CP-1961 ionic systems pod74 N77-16034
The possible impact of DC sircraft power supplies on design of avionic and rather equipment p0074 N77-16036 Alteraft power supplies. Their performance and limita-polity A N77-18037
Alteraft power supplies and cooling problems. A ewpoint from the power conditioner designer polity and power supplies and cooling problems. A ewpoint from the power conditioner designer polity A N77-18039 polity A N77-18040 Alloraft cooling techniques DO075 N77-180eu
Thermal management of flight deck instruments p0075 N77-18041 The cooling of a pod-mounted avionic system p0076 N77-16042 Efficient sources of cooling for avionics p0078 N77-16043 The cooling of aviation equipment on board commercial righnes poor a manufacture of the conditioning system for a swinning equipment bey of a small high subsonic military creat poors NT7-18045 Irorate Total Trial Tria [AQARD-CP-179] poole X77-7/2039

Basio research requirements for V/STOL propulsion and drive-train components --- analysis of jet engine operating parameters for satial and redist turbines. p0066 N74-20412 1-11

p0089 N78-12958 Prevention and combat of corrosion in aircraft structures, bliography p0138 N76-33340 The influence of model external geon metry p0179 N76-16368 Aeromeenancies response pouse vincinates pouse vincinates pouse vincinates pouse vincinates vincina Through-flow calculations in exist turi [AGARD-CP-195] bibliography influence of let parameters: Boattail pre-Bibliography of micrographics 50286 N77-10953 pressure distribution p0180 N76-16369 BINARY ALLUYS its variance due to different testing g techniques p0180 N76-16370 re and condensation of sodium suinkets ... turbines/metals/binery elloys phemical analysis/ p0129 N76-11248 RODIES OF REVOLUTION technical point of view noitestos Radiation cooling of propulsive nozales
[AUARD-AG-184(FRI)]
[Calculation of the three dimensional laminst boundary
layer around bodies of revolution at incidence and with
separation p0027 YR8-17081 BINARY SYSTEMS (MATERIALS) Orientation solidification of biphase composites: Case of multiconstituent systems, laminar and point defect phases p0130 N76-11038 Compressor design and experimental results BINOCULAR VISION p0041 N77-12023
Turbines Presentation of calculated data and comparison p0041 N77-12026 BODY BILE (BIOLOGY) Ground-referenced visual orientation with imaging displays Monocular versus binocular accommodation and An anthropomet Aircrew, 1970/71 [AGAND-AG-181] letric survey of 2000 Royal Air force with experiments AXIAL LOADS p0083 N77-16055 nents of relative size p0222 N76-17936 BIDABBAY Multiaxial fatigue Present and future methods of A review of anthropometric data of German Air Force p0196 N76-10492 AXISYMMETRIC BODIES Radiosymmunoassava. New laboratory methods in clinic and United States Air Force flying personnel, 1967 DO228 N78-27824 The role and limitations of radioimmunoassay as a boratory diagnostic procedure p0228 N76-27828 AGARD-AG-208 p0184 N78-26636 Laminar and turbulent boundary layer separation at p0035 N76-17049 BODY-WING AND TAIL CONFIGURATIONS supersonia and hypersonia speeds laboratory diagnostic procedure P0038 N78-23168 Preises to flourse and tables BORING 767 AIRCRAPY Crash of the PP-VJZ strorak BORING 747 AIRCRAPY BIDCHEMICAL DXYGEN DEMAND AXISYMMETRIC FLOW Finite element method for through-flow calculations p0040 N77-12018 Coronary flow and myocardial blochemical responses to high sustained () G sub 2 acceleration p0220 N77-11549 DO048 N76-14087 BIGDYNAMICS ction and analysis of the low speed stall characteris-Evaluating bindynamic interference with operational news p0216 N76-27707 В tics of the Sceing 747 SOSING 2707 AMCRAFT 60026 N78-22283 BOBING 2707 AMCRAFT
Design evolution of the Sosing 2707-300 supersonic transport. Part 1: Cenhguration development, aerodynamics, propulsion, and structures p0086 N74-31487.
Design evolution of the Seeing 2707-300 supersonic transport. Part 2: Design Impact of handling quelities criteria, flight control system concepts, and aeroelastic effects on stability and control p0086 N74-31488.
BOBBING EQUIPMENT
Store association Blodynamic Response to Windblast B-1 AIRCRAFT [AGARD-CP-170] BO217 N76-32716 The B-1 bomber. Concept to hardware Survey on biodynamic response to windblast in ejections p0067 N74-31472
Experiences with the B-1 navigation filter
p0068 N76-24203 Pathogenatic mechanism, analysis and prevention of DO217 N75-32718 Accident statistics relevant to wind B-62 AIRCRAFT p0217 N78-32719 5-52 control configured vehicles program p0105 N74-31452 BICENGINEERING Estimation of electic aircraft serodynamic parameters poods N76:30026 Bloengineering aspects of spinal injury in the OV-1 (Mohawk) alreaft p0043 N74-20758 Store separation [AGARD-AG-202] SOMES (GRONANGE) BOO45 N78-31042 Control Configured vehicles 8-52 program results p0010 N75-30041 Characteristics of new generation military noise canceling pozos N75-23089 Store apparation (AGARD-AG-202) microphones p0045 N75-31042 Engineering considerations and measurements - seriomagnetic field measurement in environment an Brief overview of some Air Force Flight Dynamics Development of a system for scoring sime Laboratory research efforts in sercelasticity and serce acoustics --- feasibility analysis of feedback control of flutter n environment and p0219 N76-11701 p0127 N76-28312 Prusoque nottather reffe seuseil BORREIGHTS scale models of a 8-82 alteraft, p0040 N78-24151 BIOLOGICAL SPEECTS using scale moders or a secondary and a secondary Direct lift control applications to transport stroight 60002 N75-21 Fathophysiologic aspects of exposure to microwave p02 15 '478-11884 iange rader using off-boresight techniques p0013 N78-30068 Direct lift control applications to transport stroats: A UK viewpoint po0002 N78-21231

Comments on wind tunnel/flight comparisons at high angles of street based on BAC cree-elevan and VCI appearance po122 N78-28280 RORON ALLOYS Blochysics - energy speciation and dietri dietribution a0216 N76-11696 Research toward development feasibility of an advanced technology V/STOL propoller system — development and evaluation of boron-aluminum compound for propeler Engineering considerations and measuraments of tiesue after rediation exposure p0219 N76-11700 electromagnetic field measurement in environment and tiesues after rediation exposure p0219 N76-11701 fieldiation eatily p0169 N76-18470 Biological atudies of cosmic radiation paured for propeller poods N74-20414 BACK INJUNIES SOUNDARY LAYER COMBUSTION Repld flight vibration phenomena and spine fractures OUNDARY LATER GOMBUSTION

Numerical analysis of the inflammation phase in a
turbulent mising boundary layer poi48 M75-30330

Calculation of the sifect of afterburning in external
superponic flow by masse of a method of characteristics
with heat addition and mixing layer analysis

poi48 M75-30370

Turbulent houndary layer in behild recognized the conp0214 N75-27698 BACKSCATTERING A third-order specular-point theory for lader backscat-processing the second of the second of the sekscatter on yough surfaces po250 N75-22051 Observation of irregularities in the sub-surpoial Fregion BIOMEDICAL DATA
A summary of Skylah findings of Turbulant boundary layer in hybrid propellants bombus-p0148 N78-30372 interest to life scien-p0217 N75-26725 A Viator performance Signaedical, physiological, and psychological assessment of pilots during extended halicopter flight of the lonosphere through a backscatter technique and a mid-letitude station p0167 N76-20329 EDUNDARY LAYER CONTROL
The effect of vortex generators on the development of p0024 N75-13810 BIOMETRICS a boundary layer
The prevention of separation by blowing in twodimensional flow po034 N76-17044
The three dimensional separation of a turbulant boundary
layer by a skewed shock wave and its control by the use
of targential air injection po038 N76-17008
Investigations on a plate with uniform boundary layer
socition for ground affects in the 3 m x 3 m low speed
wind tunnel of DFVLNAVA po116 N76-28241
SOUNDARY LAYER SQUATIONS a boundary laver Injuries observed following high-upsed ejections in the p0287 N77-16937 lentin Air Force p0217 N79-32721
Physiological limitations to high speed secape p0231 N78-27857
Principles and problems of high speed ejection p0231 N76-27858
Current and future assape systems p0231 N78-27859 DO217 N75-32721 A human biometry data bank BIOPHYSICS Biophysical problems in serospace [AGARD-AR-64] BIOTECHNOLOGY p0232 N77-16728 Correlation of occurrence of aircraft applicants with biorhythmic criticality and cycle phase p0234 N77-17720 BIRD-AIRCRAFT COLLISIONS BALLIBYIC RANGES Hange Instrumentation, weapons systems testing and related techniques
[AGARD-AG-219-SUPPL] p0127 X77-72035 Eye protection, protective devices and visual aids On the calculation of supersonic separating and reattachp0241 N77-12709 0035 NIA-1706 Casign of a communications lest (Tempest) receiver for maximum broadband dynamic range p0164 N78-16295 BLADES ng flows
Calculation of the three dimensional laminar box linear array of blade antennas as an aircraft antenna letellite communication p0171 N74-31688 layer around bodies of revolution at incidence and with separation p0037 N76-17061 for satellite communication BAYES THEOREM Very alim, high gain printed circuit microwave antenna for airborne blind landing aid --- considered supersonic aircraft p0170 N74-31876 BOUNDARY LAVER FLOW Onlimal control of stochestic systems with unspecified Boundary layer calculation methods and application to sercidynamic problems p0065 N74-26482 p0104 N74-31438 BEARINGS Annulus well boundary layers in turbomechines The improvement of visual side for approach and landing A contribution to the sero engines bearings condition ontoring p0094 N75-31091 GARD-AG-185) Experimental atudies in a Ludwieg tube transonic p0109 N74-31738 10178 HTA. 30827 [AGARD-AG-186] ··· landing side for Improved operation under fog conditions pOO03 N78-21234 BEECHORAFT AIRCRAFT Flight experience with an experimental electrical pitch-rate-command/attitude-hold flight control system Theoretical and experimental study of boundary layer Effect of ingressed atmospheric electricity on the blood actrolities of airplane crew p0228 N76-19796 introl eystem p0105 N74-31453 control by blowing at the knee of a flep electrolites of sirplane crew 0024 NZS. 13804 BLOOD VESMILE p0024 N75-13804
An account of the scientific life of Ludwig Prandti
p0032 N76-17031 Simulation and simulator development of a separate surface attitude command control system for light sincaft p0124 N78-29295 LOOD VESSALS
Investigations of the blood vessels electic expansion, heart output, and heart t. hm. based on the measurement of vertellons in the thurscic electric impedance p0230 N76-27834. The contribution of sits bloosy to the desiction of vascular sensocence, relationship with earolgysts. Flow properties of slotted wells for transanio test oftions p0115 N76-25230 BELL ALBCRAST VSTOL wind tunnel model testing. An experimental assetsment of flow breakdown using a multiple far model. p0118 N78-25253 Estimates of the stability derivatives of a helicopter and a V/STOL sicraft from flight data p0007 N75-30020 BIBLIOGRAPHIES p0230 N76-27436 Bibliography of papers and reports related to the gust upset/pilot disprientation problems **BLOWDOWN WIND TUNNELS** On the flow quality necessary for the Large European High-Reynolds-Number Transonic Windtunnel LEHRT [AGARD-R-844] p0127 N77-11070 flow management in blowdown wind tur Windfunnel LEHRT p0127 N77-11070 10236 N74 16756 po 1 15 N76 25228 p0113 N76-26219 (AGAND-H-616) Stress intensity feator solutions --- bibliography of reports BOUNDARY LAYER BEPARATION NDARY LAYER BEFOREMENT PROJECT STANDARD WINGS p0023 N75-13798 on fracture machanics and materials lesis DO185 N74-23448 Anglication of a least Donolar valorimeter in a tran Application of a laser-Dupner-velocities point? N78-25246 High pitch rates for use in short duration wind tunnels p0119 N78-25268 Africate stalling and buffeting [AGARD-LS-74] A literature survey on jets in prossflow p0026 N75-13821 p0028 N75-22280 Problems of a bibliographic network and documentation may in Balaium p0284 N78-23373 Flow separation and surodynamic excitation at transcolor seeds p0028 N78-22284 BLUNT BODIES center in Belgium 1 in the wake of a blunt hody by lazer Dopplar p0184 N77-11245 Approach and landing elmulation -- [AGARD R-632] species
Municipal techniques for the solution of the compressible
News-Stokes equations and implementation of turbulence
models --- separated turbulent boundary layer flow piu-bilems p0177 N78-31387 bibliography u0017 N76-14032 BOATTAILS etry p0018 N76-14039 Contribution of the Institut fuer Angewandte Gasdynamik Avionics design for estability bibliography p0181 N78-24614 of the DFVLR, Parz Wahn p0178 N78-18361
Effects of varying Reynolds number and boundary layer displacement thickness on the external flow over notate boattails p0178 N78-18383 Two-dimensional shock wave-box dary layer intersations

in high speed flows [AGARD-AG-203]

DO015 N78-32001

Bibliography on Modern Prediction Methods for Turbom-phine Performance p0101 N76 25215

Outline of the causes of failure ---- surface defects and britienses in sluminum siloys p0136 N76-17227 New design techniques for britile materials

p0143 N77-15188

Flow Separation · · · symposium on separation phanomena BROADBAND Canadian research and development policies gn of a communications test (Tempest) receiver for im broadband dynamic range p0164 N75-16295 DO021 N77-14985 in subsonic, transonic, and supersonic flows [AGARD-CP-168] p0032 N76-17030 Design (Overview of the Canadian Ministry of Transport's STOL BUBBLES Laminar separation at a training edge --- mathematical model for thin wing boundary layer flow On the calculation of laminal seneration bubbles in CANARO CONFIGURATIONS two-dimensional incompressible flow p0034 N78-17040 BUCGANEER AIRCRAFT DO033 N76-17032 Horizontal canards for two-axis CCV fighter control p0009 N75 30033 Lamina: separation A local asymptotic ficw description constant pressure downstream p0033 N76-17033 Flight/tunnel comperison of the installed drag of wing CAMOPIES for constant pressure downstream mounted stores ... on the Buccaneer aircraft Dependence of laminar separation on higher order boundary layer effects due to transverse curvature, displace-Caseance of election nath by the use of explosive porti p0123 N78-28300 · explosive p0044 N74-20765 ment, velocity slip and temperature jump Critical review of methods to predict the buffet capability LO033 N78-17034 CAPACITY of aircraft Evaluation of several approximate models for laminar [AGARD-R-823] Future ATC technology improvements and th p0069 N75-10053 incompressible separation by comparison with compl Nevier Blokes solutions p0033 N78-170 Transonic buffet behavior of [NASA-CR-140939] rthiop F-8A aircraft p0070 N75-10084 on airport capacity p0033 N76-17035 Measurements of the control capacity of ATC system Numerical investigation of regular laminar boundary layer possible p0033 N76-17036 Aircraft stalling and buffeting p0066 N76-23228 CARBON DIOXIDE LASERS n0028 M75.22280 [AGARD-LS-74] Transversely Excited Atmosphere (TEA): Co2 (seer pO21 N77-14988 CARBON MONOXIDE POBONING
The interperietion of assessment Finite difference solutions for supersonic separated two poods N76-17037 Aircraft stalling and buffeting: Intro p0026 N75-22281 Remarks on fluid dynamics of the stall Separation bubble produced by a shallow depression in a wall under laminar supersonic flow conditions p3033 N78-17038 b0026 N75-22282 Flow sejeration and serodynamic excitati Flow se,eration and serodynamic excitation at transcrite pools N75-22284 pools associated with fluctuating ow fields p0026 N75-22285 Asymptotic theory of separation and reattachment of a laminar boundary layer on a compression (amp p0034 N76-17039 Pre-stall behavior of combat aircraft p0027 N75-22286 CARDIAC VENTRICLES On the calculation of laminar separation bubbles in two-dimensional incompressible flow p0034 N78-17040 Citiual review of methods to predict the buffet penetration pability of aircraft p0027 N75-22287 Ventricular pathology in swine at high sustained +G sub capability of sircraft p0027 N75-22287
Mathematical modeling and response evaluation for the D0220 N77-11646 Measurements in separating two dimensional turbulent jundary layers p0034 N78-17042 CARDICION Mattenestical modeling and response estudion for the factuating pressures of aircraft buffeting [AGARD-R-630] p0032 k/75 37018. The effects of buffeting and other transmic phane, on maneuvering combat aircraft [AGARD-AR-82] p0019 k/78-14018 boundary layers Changes in clinical cardiologic measurements esanciated with high + G sub a stress p0220 N77-11646 Characteristics of a separating incompressible turbulant boundary layer p0034 N76-17043 ADIOTACHOMETERS The analysis of flow fields with separation by numerical atching p0034 N76-17048 p0016 N78-14026 p0017 N78-14028 p0017 N78-14027 Buffet definition and criteria. Buffet enalysis Experimental and theoretical investigations of two-CARDIOVASCULAR SYSTEM Ruryey of current cardiovascular and respiratury examina-tion methods in medical selection and control of sincrew (AGARD-AG-198) c0222 N78-17079 neichal restachment in turbulent p0034 N76-17046 Buffet flight test techniques An experimental investigation of the compression turbulent boundary layer separation induced by a continuous flow compression p0035 N76-17048 Limitations in the correlation of flight/tunnel bu 00017 N78-14028 Action of low vibration frequencies on the cardiovascs ets Influence of configuration factors on buffeting p0017 N76 14029 p0214 N75-27692 Effects of vibration stress on the core Laminer and turbulent boundary layer separation at supersonic and hypersonic speeds p0038 N76-17049 Improvement of aircraft buffet characteristics p0017 N76-14030 Conditions and recommendations p0017 N76-14031 of animals policy 1/2003 Models of the cardiovascular system under whole body varietion stress p0215 N73-27706
The sirgrewmen at increased risk of isohemic vascular Inciplent experation of a compressible turbulent boundary p0035 N78-17050 Cumments on some wind tunnel and flight experience of the post-buffet behaviour of the Hazzler aircraft The sirgrewman of increased risk of isohemic vascular goz17 N78 29728 affect of sustained + G sub a acceleration on cardiac An experimental and numerical investigation of shock p0123 N76-28287 wave induced turbulent boundary lever separati DOOSE N78-17083 Effects of buffeting and other transcrib pheromena ...
r fighter stroraft p0123 N76-28298 output and fractionation of cardiac output in awake Prediction of turbulent separated flow at subsonic and for fighter stroreft SUREAUS (ORGANIZATIONS) p0221 N77-11660 transprile speeds including unsteady effects CAROTID SINUS BODY n0038 N78-17084 The place and role of medical services in Right safety atudy of the organization and means used in the French Air Forces p0233 N77-17713 The contribution of skin biopsy to the detection of vescular senescence, relationship with caroligram Viscous Interactions with separation under transonic flow p0230 N76-27836 BURNING RATE Unsteady shock wave-boundary layer interaction on profiles in transcend flow shock induced flow dealifations p0036 N76-17087 CASCADE CONTROL Flame spreading across materials. A review of fundamen-A design procedure utilizing crossleeds for coupled multiloop systems p0103 N74-31438 D0047 N76-14074 Experiment on transcript shock wave CASCADE FLOW The interportation of precentage saturation of carbon monoxide in aircraft-accident fatalities with thermal injury Annulus wall boundary layers in turbomachine (AGARD-AG-188) p0176 N Laminar esperation on a blunted cone at high angles of BOO35 N76-17060 p0176 N74-30627 with thermal injury p0234 N77 17721 Aerodynamic measurements in cascade p0176 N75-30472 Three dimensional separation of an incompressible turbulant boundary layer on an infinite swept wing p0037 N76-17062 Advances in engine burst containment and finite element polys N76-35472 poles N76-25193 poles N76-25194 Some aspents on unsteady flow pplications to battle-damaged structure p0073 N76-32183 IAGARD H-8481 Three dimensional boundary layer separation in superannic flow pools? N76:17043
Pressure rise to separation in cylindrically symmetric shock wave, turbulent boundary layer interaction. A cascade in unsteady flow p0098 N76-25194
The unsteady serodynamic response of an airfull cascade vences in engine burst containme p0073 N76-32184 to a time-variant superconic infet flow field o a time-verient superstook intel flow field pooles N78-25195 pooles N78-25195. On title analysis of superstone flow past sectificating secades pollon N78-25197. The passage of a distorted velocity field through a cascade of sirfolis pollon N78-25198 pollon N78-25198 pollon N78-25198 pollon N78-25198 pollon Riow pollon N78-25200 N78-25200 N78-25200 shock wave. Iurbulant boundary (ayer interaction
D037 N76-17084
Thy structure of three dimensional separated flows in
obstacls boundary (ayer interactions po032 N76-1708
The three dimensional separation of a turbulent boundary
layer by a skewed shock wave and its control by the use
of tengential air imjection p0038 N76-17068 C C-S A)RCRAFT Avionic flight control subsystem design and integration in the C-5 airplane p0068 N74-31482 subscription
CARCADE WIND TUNNELS Flow separation --- calculating laminar separation within classical Prantiti assumption of variating transverse mation of elastic sticraft aerody p0008 N78-30026 p0176 N75-30472
Exploratory research on the sercetasticity of turbine The C-SA active lift distribution control system p0011 N75-30081 piessure gradients [AGARD-CP-188-SUPPL] DO182 N76-23836 On transport high Reynolds number flossevers upstream disturbance possess and a supplied to the control of the blades and guide waves --- cascade wind tunnel tests flow separation with p0118 N76-28288 C.130 AIRCRAFT A fly-by-wire flight control system for decoupled manu-HOORT N78-28176 A cascade in unsteady flow CASE HISTORIES Some aspects on unateady flow past stripils and case C-13E AIRCRAFT DOODS N78-25183 Case history of some high reliability designs for evice Low power approach --- relationship of approach and landing speeds to lift/drag ratio p0003 N78-21239 Fourier analysis and the correlation of speed with natationary sendynamics p0020 N77-1 1985 p0191 N78-24612 SEGRAIN ANTENNAS nonstationary sendynamics CARIN ATMORPHERES High efficiency antennas for airborne rada: ... design of Cassegrain materias. Bright of the State of Cassegrain material Cassegrain airbornes with high efficiency and low sidelobes, taking the listelat-ground stations and the German Halket-telecommand, station, as Computational techniques for boundary layers ... Iwo and three dimensional flow p0177 N75-31388 Theoretical model for visions interactions ... using boundary layer and invised equations p0018 N75-32002 Description of tests carried out at Rolls Royce (1971) LTD Stratch engine division p0178 N76-16358 Effects of visiying Reynolds number and boundary layer detections of the scheme flow three descriptions. p0232 N76-27867 Seat mounted oxygen regulator systems in United D0232 N76-2786F CABINE examples --- torpidal aperture and subreflectors for side Cabin finishing materials in civil passenger sitcraft p0046 N76-14068 DO172 N74-31696 CATECHOLAMINE Catechulamine excretion from air cadets --- adrenal gland aponse p0211 N78-24303 displacement thickness on the external flow over nords bouttails p0179 N76-16363 CALIBRATING Catibration --- ulraracteristics and application of calibra-ting procedures for flight test instruments remponee. Influence of the noise on patecholemine BRAKING Braking performances p0077 N74-28940 for flight prews 10228 N78 17785 p00002 N75-21224 BRAZIL Determination of the movement of the apparent phase centers of aircraft antennas for calibrating the ZDBS Display techniques for air traffic control systems p0082 N76-32078 Crash of the PP-VJZ ancraft DO048 N78-14087 interferometer --- coherent wave front simulations for slot antennas and spirel antennas p0173 N74-31764 CRT's for electronic alriborne displays
p0079 N76-17118
Color head down and head up CRT's for epolipit dis-Culor and brightness requirements for cockpit displays proposal to evaluate their characteristics Advanced flight test instrumentation. Design and calibration ... for determining performance and stroraft 50079 N78-17113 17's for epchpit dis-p0080 N78-17119 BRISTOL SIDDRESS BE SE ENGINE Pagasus engine operating experience in the Harrier Aircraft -- analysis of requirements for sicraft angine for V/UTOL close combat application p0088 N74-20431 etability and control p0008 N75-30003 CHATRAL HERVOUS SVETCH TRAL NERVOUS SYSTEM
Local effects of acclimatization to cold in main
n0049 N74-33828 CANADA Eleventh AGARD Annual Meeting [AD-A023909] n0020 N77-14887 Endocrine and central nervous system effects of m

Canadian military air material requirements

air requirements

Research and development in support of Canadian military policy in N77-14984

DO021 N77-14883

p0219 N78-11698

GIOWAYS EXPOSUS CENTRAL PROCESSING UNITS

pre-processors

RF signal processing via control of special purpose sprocessors pC248 N76-16290

10239 N78.25792

CERAMICS

CENTRIPUGAL CASTING Interior many Caratters production by the Harwell centifugal shot casting process pol 39 N77-18187 Comparative evaluation of forged Ti-BAI-4V fair made from shot produced by the REP and CSC processes pol 41 N77-18172 CENTRIFUGAL COMPRESSORS Basic research requirements for Y/STOL propulsion and drive-train components --- analysis of jet engine operating parameters for axial and radial turbines premeters for axial and radial survives p008s N74-20412 period optimization and performance map prediction for intrilugal compressors and radial inflow turbines p0101 N78-28213 The mechanical properties and design data for engineer-ing ceramics p0197 N76-16493 Mechanical properties of ceramics for high temperature applications [AGAND-R-851] Frequire mechanics of high temperature ceramics New design techniques for brittle materials p0143 N77-16186 Protective effects in men of brain cortex ganglicaides on the heating loss induced by high levels of noise ... lipids of the cerebral cortex affecting noise threshold p0225 N76-17789 CHANNEL CAPACITY Channel estimation techniques for HF communicati Technique for real-time HF channel measurement and optimum date transmission p0188 N78-20318 Selection technique of the optimal frequency for data transmission through the tenosphere p0186 N78-20317 Multimude netting by widebend cable p0268 N77-16844 CHARACTER RECOGNITION OCR and he application to documentation: A state of the art review [AGARD-AG-218] p.0266 N77-11907 CHARACTERISTICS Estimation of electic aircraft serodynamic parameters Cheracteristics of head-up display systems p0082 N76-17138 CHEMICAL ANALYSIS Vapor pressure and condensation of sodium sulphate --ges tubines/metals/binary silloys - chemical analysis/ Measurement and analysis of single and toxic gaves resulting from the combustion of alteraft usbin finishing materials p0046 N76-14071 Evaluated numerical data for the BBT and chloroflucrocarbon problems: A date study of how to help the engineer and the modellers p0267 N77-16942 CHEMICAL PROPERTIES iMICAL PROPERTIES
Determining the shelflife of solid propellants
p0144 N77-11194 CHEMICAL REACTIONS
Analytical and Numerical Methods for Investigation of Flow Field with Chemical Reactions, Especially Related to CHEMOTHERAPY

ign of electronia circuite and a CIRCULAR CYLINDERS

[AGAND-CP-184] n0147 N78-30359 Analytical method for predicting chemical reaction rates in the presence of inhomogeneous turbulence (application to turbulent combustion) p0148 N75-30367 Studies related to turbulent flows invo

The importance of the design of thiocyanates in uring and blood of flying personnel for the prevention of diseases of visual function p0209 N75-23092 CHLORINE COMPOLINDS

Evaluated numerical data for the SST and chlorofluorocar

bon problems: A case study of how to help the engineer and the modellers: p0267 N77-16942 CHROMIUM ALLOYS

Predominance diagrams — thermochemistry/phase diagrams — netal oxides of nickel elloys, chromium elloys, cobalt alloys — p0129 N76-11246 GIRCADIAN KHYTHMS

Air operations and circadish performance rhythms p0238 N76-28787

mputer in odeling of communicat potes receives for potes N76-16283 distortion analysis A universal electromagnetic compa-utilizing basic circuit modules (ibility (EMC) analyzes p0164 N76-16297 pomponent selection p0191 N76-24510

Leminar separation: A local sayingtotic flow description for constant pressure downstream p0033 N76-17033 Depandence of laminar separation on higher order bounders layer affects due to transverse ourselure. displacement, velocity slip and temperature jump

p0033 N76-17034 CIRCULAR POLARIZATION TE sub 11 circular wavegukle famile phasers optimization propagation modes and performance prediction p0170 N74-31681

A crossed-slot belt erray anianne for satellite application considering satellite telemetry system p0170 N74-31682

A comparison of two L-band eligraft antennas for pronautical satellite applications · · · ulreularly polarized stop enfigurations p0171 N74-31688

Circularly polarized L-band planer array for seronautical satalitie use p0171 N74-31889 Roll plans analysis of on-straight antennes --- computerized simulation of radiation patterns for selection and positioning of entennes p0173 N74-31708

positioning of shtennas Stepped reflector entenna with a

CIVIL AVIATION

Initial-design optimisation on givil and military success
pooss N74-31477

Engine health monitoring in a civil ariline p0096 N76-31106

Cebin finishing materials in civil passenger sircraft p0046 N78-14068

Future fuels for eviation [AGARD-AR-93] DO144 N76-19295 Accident experience of civilian pilots with static physical defects · · · evaluation of flight fitness p0227 N78-19791 Assessment of perceptual and mental performance in vii aviation personnel p0239 N75-25789

vil aviation personner Inertial navigator for commercial airlines p0061 N78-32163

p0143 N77-16182

p0008 N78-30026

HJ128 N76-11248

Estimates of the stability derivatives of a helicopter and a V/STOL alreads from Right data p0007 N75-30020 The flight development of electronic displays for V/STOL approach guidance ··· CL-94 and SC-1 silicraft p0013 N76-30068

Piloting aspects of V/STOL approach guidence · · · CL-84 and SC-1 elected p0013 N75-30089

CLEAR AIR TURBULENCE Alreans instrumentation altimeters. Doppler-navigators velocimeter. CAT-detection p0185 N75-1683; CLINICAL MEDICINE p0185 N75-16832

Standardisation of objective medico-payohistric question-sire in the French Army p0212 N78-24307 naire in the French Army p0: Diagnostic methods in tropical medicin

pozza N76-14771
The role of the clinical laboratory in serospece medic-

DO228 N76-27819 AGAND-C#-1801 noessays: New laborato RadioImmunoessay: retri lab. p0228 N76-27824
Changes in clinicat cardiologic measurements associated with high 4 Gauts stress.
Head injury pathology and its clinical, safety and administrative significance p0235 N77-17725 rative significance

Fog dispersal at airports, the state of the Art and future ands p0086 N76-23218 CLOUDS (METEOROLOGY)

Redistive transfer in cloudy atmospheres --- considering solar radiation p0204 N76-25823 COAXIAL FLOW

Theoretical englysis of nonequilibrium hydrogen air reactions between turbulent supersonic coaxial streams poli48 N75-30381

COBALT ALLOYS

Predeminance diagrams ... thermochemistry/phase
diagrams - matel oxides of nickel alloys, chromium alloys,
pol 28 N79-11248
pol-table alloys

obalt elloys High-strength pawder-metallurgy cob-se up to 850 day C pt obalt-base alloys for p0141 N77-18171 COOHLAA

Mode of auchieur demage by excessive noise, en overvier p0225 N76-17767 COCKPIT SIMULATORS The Malcolm Horizon ... pilot performance

DOORS N77-16084 A theoretical framework to study the effect p0083 N77 15059

Required pilot cues and displays for takeoff and landing p0003 N75-21237 Total cookpit implications of electro-optical displays

p0212 N76-26784
Color and brightness requirements for cookpit displays
proposal to evaluate their characteristics

p0078 N76-17113

u0079 N76-17113
Integrated multi-function cookult display systems
p0079 N76-17114
The use of modern light emitting displays in the high
illuminance conditions of alteralt cookspits
p0079 N76-17115

An experimental evaluation of various electronic opoloit displays for air/ground data link commu 10078 N78-17118

Color heed down and head up CRT's for couldn't dis-sys p0080 N78-17118 plays

Recent hardware developments for electronic display

POSS N78-17124

p0080 N78-17124 Placent hardware developments for the second N75-17124 pystems for US military strotalt p0000 N75-17124 Economic scan conversion techniques for integrated aviance systems p0081 N78-17129 Display generator instruction set considerations for ecrospace sploutation p0081 N78-17129 Applications of the altiturna traffic situation display in p0081 N78-178-23224 applications of the altiturna traffic situation display in p0081 N78-178-23224 condary task assessment of cognitive workload in

elternative rockplt configurations
[AMRL-TR-75-47] DO239 N78-28792 Advances in military spekelt displays

p0231 N76-27855

Thermal problems in high performance sizes in po233 N78-27865

Visual presentation of cockpit information including appellal devices used for particular conditions of flying [AGARO-CP-201]

The development of aircraft instru

p0082 N77-16081 p0083 N77-16082 Evaluation of cookpit lighting COEFFIGIENT OF FRICTION 00002 N75-21724

Braking performances Tradeoff parameters of alternative takeoH and landing poocs N75-21225

COGNITIVE PSYCHOLOGY

Higher mental functioning po238 N78-207sz [AGARD-CP-181] po238 N78-207sz The correlational structure of traditional task measures and angineering analogues of performance in the cognitive po238 N/8-28788 po238 N/8-28788 mental functioning in operational environments

P-1811 p0238 N78-26782 Secondary tesk essessment of noghitive workload in

alternative cookpit configurations [AMRL-TR-76-49]

[AMRL-18-75-49] DUJAN NYS-25-78.

The effect of two stressors on traditional and angineering analogues of cognitive functioning --- considering hypoxis and steep deprivation in pilot performance evaluation po240 NYS-25783

COMERENT SIZCTROMAGNETIC RADIATION

UPREMENT SECTROMAGNETIC RADIATION
[Aser hexalts and asfety in the militery environment
[AsARO-L8-78] po160 k75-11306
Instrumentation and measurement of laser radiation
Ocular effects of laser radiation:
Commes and antision

Cornes and antellor no 150 N76 - 1 1310 COMERENT RADIATION

Laser instrumentation for flow field diagnostics
[AQARDOGRAPH-186] p0185 N74-23082
COMERRY SCATTERING

Local measurement and proportional density of gassous flow by flaman anti-Stokes otherent scattering p0153 N77-11235

COLD ACCLIMATIZATION Vibration injuries and pold exposure p0049 N74-33541

IGLD TOLE RANCE
The physiology of cold westler survival
[AGARD-R-820] p0049 N74-33534
[Paripheral circulatory adjustment to cold ... human
vascular reaction in cold weather thermoregulation
p0049 N74-33536

Methods in circulatory research ... determination methods for human peripheral blood flow

p0048 N74-33538 Local effects of acclimatization to cold

Local effects of acclimatization to cold in man poods N74-33528.

Gold physiologic studies — insulated clothing and protective shelter for arctic regions poods N74-33542.

Alterew survivel treining in the United Kingdom and porthern Novey — for Arctic regions poods N74-33544.

Aledical aspects of operating on the northern flank of NATO — 23540-34-3764. he northein flank of 74872-378 Ottod

WATER Immersion hypothermis --- survival and treatment of cold ater victims p0050 N74-33543 COLD WEATHER

Thermogenetia mechanisms involved in man's fitness to resist cold exposure · · · mutabolic response and thermotegulation po045 N74-33538

histian

A physiological comparison of the protective value of nylon and wool in a cold environment social N74-33840 Cold: Physiology, protention and survival [AGARD-AG-184]

COLLISION AVOIDANCE
Conflict and collision avoidance avatem

Conflict aint and intermittent positive control ... for pould based collision evoldance po05 1 N78-32060 round beset collision evoldence p005 1 N7
Intermittent positive control: A ground-based voldence system usidance system
A measuring rod for ATC systems, the index of orderlipoces N76-23229 DOOSS N76-23208 COLLINGUE

A study of vibration, pilot vision and helicopter scidents p0214 N78-27689

Color and brightness requirements for cockuit displays proposal to evaluate their obstaclaristics npossi to evaluate their offeracteristics
DO079 N76-17113
Color head down and head up CRT's for cookoft deave p0080 N76-17119

plays
Multicolour displays using 8 figured crystal colour switch
p3080 N76-17122

COMMENT

ulation of high workload operations in air to air t p0237 N76-12893 The effects of buffeting and other transporte phonois on maileuvering combet aircraft [AGARD-Aff-82] p0016 N76-14018

AGARD-AR1-92] poor in re-1-4018
The operational problems encountered duling precise
maneuvering and tracking poor in re-1-4018
Fire protection of military sitcreh poor in re-1-4018

Fire protection of immery and policy N78-23300 Air sembal mensurering range p0112 N78-23300 interactive computerized air combat apponent p0126 N78-28308

Analysis of air-tu-sir missile lequirements and weapons systems effectiveness in an air-combat maneuvaring environment pol 126 N76-28308 Air combat maneuvering training in a simulator p0126 N76-28310

Application of manied all combat simulation in the development of flight control requirements for weapon p0126 N76-29311

The pathophysiology of high sustained (0 sub r acceleration. Imitation to air combat mandeuvering and the use of centillages in partomance training [AGARD-CP-188]

GARD-CP-188]
The use of a fixed base simulator on a training device right pustained or ACM (Air Combat Manassering) + G DO221 N77-11882

p0193 N74-23426

p0183 N74-23427

p0178 N76-11380

p0178 N74-28822

p0007 N78-25177

UU122 N76-25295

p0243 N75-16237

p0243 N78-16237

p0246 N75 16271

p0068 N76-23207

p0243 N78-10713

DO245 N75 16257

compatibility figure of ment committee

pU181 N76 16272

COMPOSITE STRUCTURES Stress response and stress tolerance in fighter pilots during 6 G manoeuvers p0221 N77-11663 COMPARISON Built-up sheet atructures --- procedures for predicting crack propegation and street intensity factors Flight measurements of helicopter rotor seruful characteristics and some comparisons with two-dimensional wind turnel results p0121 N76-26284 Night vision devices for last combat aircraft

Night vision devices for last combat aircraft

p0063 X77-72042 tunnel results p0121 N76-28284 Comments on wind tunnel/flight comparisons at high angles of attack based on BAC one-eleven and VC10 Built-up sheet structures, wings --- procedures for calculating residual strength of stiffened and unstiffened COMBUSTIBLE PLOW Analytical and Numerical Mathods for Investigation of Flow Field with Chemical Reactions. Especially Related to angles of strack based on BAC one-selver and VCIO experience.

Comparison of model and flight test data for an augmentation of model and flight test data for an augmentation and STOL research arcreft. pol 12 N76 25792.

Comparison of aerodynamic coefficients obtained from theoretical calculations, wind turnal leafs, and flight tests as a control of the Alpha Jat aircreft. Summary of the discussions on structural design technology --- composite structures and creck propagation [AGARD-AR-99] p0147 N75-30359 Numerical computation of practical combission chamber p0147 N75-30360 COMPRESSIBILITY EFFECTS Critical review of methods to predict the buffet capability p0122 N78-25295
Analysis of the comparison between flight tests results The simulation of turbulence in irrepressible models combustible flow p0148 N76-30362 The simulation of known p0148 Nzorodock in combustible flow p0148 Nzorodock A review of some theoretical considerations of turbulent p0148 NZS 30364 (AGARD-R-623) [AGARD-R-027] pools for Compressible flow and comparison with litting surface theory [AGARD-R-617] p0176 N74-14928 and wind tunnel tests predictions for subsonic and supersonic transport sizeraft p0123 N76 25303

COMPENSATORY TRACKING A numerical spectroscopic technique for analyzing RPENEATORY TRACKING
Evaluation of roll axis tracking as an indicator of vastibul/somato sensory function p0208 N75-23086
The correlational structure of traditional task measures p0148 N75-30366 combustor nowlinides

Calculation of the effect of afterhurning in external supersonic flow by means of a method of characteristics with heat addition and mixing layer analysis

ANALYSIS NEEL STATE OF THE PRESENCE OF THE P ar/somato sensory function Numerical solution of the Navier-Stokes equations for compressible fluids p0177 N75-31391 and engineering analogues of performance in the cogn p0238 N7u-25784 p0149 N75-30370 Computation of viscous compressible flows based on the The human as an adaptive controlle Supersonic mixing and combustion in parallel injection by fields p0149 N75-30371 PO239 N76-25788 Stokes squations Assessment of perceptual and mental parformance in p0239 N76-25789 [AGARD-AG-212] Assessment of personal p0239 from a COMPONENTS
Design of electronic clicuits and component selection p0191 N76-24610 An experimental investigation of the compressible COMBUSTION Analytical and Numerical Methods for Investigation of Flow Field with Chemical Reactions, Especially Related to turbulent boundary layer separation induced by a continuous flow compression p0038 N76-17048 Incipient separation of a compressible turbulent boundary p0035 N76-17060 Combustion [AGARD-CF-164] ombustion
(GARD-CP-164)
Quasi-equilibrium method for study of relexed flow po149 N7s-30369
Measurement in turbulent flows with chemical reaction po149 N7s-30374 igh reliability
salon spectra for the computation of life expectancies
poors N76-30208 COMPRESSIBLE FLUIDS of the helicopter parts poor 2 N76-30208

COMPOSITE MATERIALS

Specialists meeting on directionally solidified in-situ heory of flows in complexible media with heat addi-[AGARDOGRAPH-191] composites Some measurements and numerical calculations p0130 N76-11034 [AGARD-CP-188] COMPRESSOR SLADSS
On the analysis of supersonia flow past oscillating p0100 N78-25197
COMPRESSOR ROTORS unbulent ciffuation fismes pro numerical calculations on 0.149 N75-0.0075 Messurement and analysis of smoke and tonic gases resulting from the domination of alleraft cabin finishing [AdAnd-CP-188]
Requirements for and characteristics demanded of high
temperature gas tuibline components pol 130 M75-11037
The mechanical metallurgy of directionally solidified
composites Strengthening Fundamentels, tanele, creep,
lettigue and toughness properties
pol 130 M75-11037 sterials poemustion of alleraft cabin finishing p0046 N75-14071
Flams apreading across materials A review of fundamental processes p0047 N75-14074
ABUSTION CHAMBERS PRRESOR ROTORS
Acrodynémic response pOCS9 N75-12957
Aeromschancal Response pOCS9 N75-12958
Fretting in alteraft turbina engines pO146 N75-22692
Comment on wear of non-lubricated places in turmachines pO146 N75-22493 composites Strengthaning Funcements policy N75-11037 [attigue and troughness properties policy N75-11037 Onentation solidification of biphase composites Case of multiconstituent systems, taminer and point defect phases Crystal growth methods for the production of aligned policy N75-11039 COMBUSTION CHAMBERS Numerical computation of practical combustion cha p0147 N78-30380 Exit flow from a transonic compressor Some problems and aspects in combustor modelling o0149 N78-30373 Exit now from a transonic compressor rotor p0097 N76-25174

Application of rotor mounted pressure transducers to Forming useful directionally solidified composite shapes p0130 N78-11040 analysis of inlet turbulence ... flow distortion in t COMBUSTION CONTROL A digital controller applied to the limitation of reheat combuttion roughness p0091 N75-23586 COMBUSTION PHYSICS Directionally solidified composite systems under evalua-on p0130 N75-11042 Thermal stability of directionally-solidified composites p0131 N75-11043 angina inlet
The affect of circumferential distution on han performance
at two levels of blade loading p0098 N76-28186
up a population of blade loading p0098 N76-28186
up a population of blade loading p0098 N76-28185
up a population of blade loading p0098 N76-28185 engine inlat impact of future firets on military sero ero-anginea p0201 N75-16981 Component design with directionally solidified composites
Meeting summary and outlook p0131 N75-11047
Technical evaluation report on AGARD specialists meeting on directionally solidified in any composites [AGARD-AR-76]
Benoblate meeting on Failure Modes of Composite Materials with Organio Matrices and Their Consequences on Design pozon N75-16981
Theoretical analysis of nonequilibrium hydrogen air reactions between turbulent supersonic coasial streams COMPUTATION
Comparison of aerodynamic coefficients obtained from actions between turbulent superiornal coalse steems pO148 N75-30361

A review of some theoretical considerations of turbulent po148 N75-30364 theoretical calculations, wind tunnel tests, and flight tests data reduction for the Alpha Jet alcosit Kinetic energy of turbulence in flames COMPUTER COMPONENTS Kinetic energy of turbulence in names p0.148 N75-30365 Analytical method for predicting chemical reaction rates in the presence of inhomogeneous turbulence lapplication to turbulent combustion! p0.148 N75-30367 Basic digital computer concepts p0.

COMPUTER DEBIGN

Basic digital computer concepts p0.
Fast intent recognition system (FIRST) on Design [AGAND-GP-163] p0131 N75-23698 AGARD-cn-163]

Fediction of static and fatigue damage and crack propagation in composite materials pol33 N75-23698

Failure criteria to fracture mode analysis of nomposite imminates

An experimental study to determine failure envelope of composite materials with tubular specimens under combined loads and comparison between several classical criteria

p0122 N75-23700

p0122 N75-23700

p0122 N75-23700

p0122 N75-23700 to turbulent combustion! Studies related to turbulent flows involving fast chemical plans pol49 N75-30368 reactions
GOMBUSTION PRODUCTS
Impact of future fuels on military sero-engines
po201 N78-18981 COMPUTER GRAPHICS APDITER GRAPHICS
Application of multi-minioemputer configuration to iteractive graphics and cartography p0245 N75-18289
Interactive graphics and antwork preparation p0174 N75-25051 Analysis of the products of thermal decomposition of an aromatic polyamida fabilo used as an atronat interior Interactive conflict resolution in all traffic computatized flight path almulation COM applications Graphic po266 in Traffic Computer PROGRAMMING oriteria politica de la politica del politica del politica de la politica de la politica de la politica del p COMPONY An elementary psychophysical model to predict ride comfort in the combined stress of multiple degrees of freedom p0218 N75-27706 OMPTOTER PROGRAMMING
An experimental investigation into duplex digital control
of an engine with reheat p0104 N74-31445
Glossary of documentation terms Fait 2 Computer-user Use of active control technology to improve ride qualities
large transport efficialt p0011 N78-30080 of large transport atroutt COMMAND AND CONTROL Fracture behaviour and residual strangth of carbon fibra composites subjected to impact loads p0132 N75-23706 AGARD-AG-182-PT-2 Real time computer based systems on conference on tracking and control system using pulsed transmis Optical maticals for testing composite materials --- stress analysis and fracture mechanics p0133 N78-23707 ons p0111 N76-23293
An integrated target control system p0111 N76-23295
The use of a flight simulator in the synthesis and Design of composite structure with respect to avoid utank suler technology DD133 N78-23709 evaluation of new command control concepts p0124 N76-2929 I propagation Consideration of failure modes in the design of composite p0133 N76-23710 mputer software testing and certification Simulation and simulator development of a separate surface attitude command control system for light stroratt p0124 N78-29295 Computer software testing and certification p0246 N76-16258 8yntectic methods for the prescription of processes p0245 N76-16259 Fallure modes of composite materials with organic matrices and their consequences on design [AGARD-AR-86] p0133 N76-17212 COMMAND GUIDANCE A process design system for large real time systems p0245 N75-16261 COMMAND GUIDANGE Interest structure and command and stability augmentation system p0200 N76-29660 COMMERCIAL AIRCRAFY Engine cycle selection for commercial STOL siteration of engine parameters p0088 N74-20408 Engine health monitoring in a civil aidina p0088 N76-31108 p0088 N76-31108 Design of structures in composite materials (basic data nd interdisciplingly action) - for use in aircraft struc-Real time operating systems
The cyclic time slot interface and its influence on the otherse executive --- considering surveillance realized po245 N75-16263 and interdisciplinary action) UQ133 N76-19235 [AGAMD-R-639] Composite materials dasign from a materials and design perspective — for eiroraft atructures —p0133 N76-19237 An exercise in multi-processor operating system design The possibilities of using a scanning electron microscope for the study of composite materials having an organic Engine health monitoring in a civil simple N75-31106 poole N75-31106 literital nevigator for commercial sillnes poole N76-32183 MASCOT A Modular Approach to System Construction meration and Test p0245 N78-18285 MASCOT A Modular Approach to System Construction
Operation and Test p0245 N75-18265
A real-time program system for controllings phased array
radar
Compact interpreters Their implications on software
and hardware design p0246 N75-18286
CORAL 86 The UK national and military stendard
p0246 N75-18280
A language for the specification of real-time computern0184 N78-21492 [RAE-LIB-TRANS-1874] Overview of the Canadian Ministry of Transport's STOL Fatigue in composite materials [AGARD # 638] demonstration BD134 N76-23367 The cooling of eviation equipment on poors N77-16044 Powder tabrication of fibre-reinforced superalloy turbina p0141 N77-15170 COMMUNICATING The importance of direct personal communication in transfer of technology p0270 N78-26 Summary of the discussions on structural design technolp0270 N78-25100 A language for the specification of real-time computer po248 N78-16270 po248 N78-16270 asset system the fourth election (BACS IV) po246 N75-16272 ogy --- composite structures and crack propagation [AGARD-AR-99] p0200 N77-17827 based systems COMMUNICATION The role of communication in technological innovation p0270 N76-25099 COMPOSITE PROPELLANTS Use of computer in air traffic control High energy composite double base solid propellants p0144 N77-11189 The Netherlands ATC automation program poofs N75-32081 COMMUNICATION EQUIPMENT OMMUNICATION ECOPPIERT
Propagation in ducts and waveguides possessing irregular
features Full wave solutions PO2F-1 N76-22084
A status report of the IEEE/ECAC injustrimagnetic New propellents for factical weapons. Silenes p0144 N77-11190 Synthesis and distribution of environ Strong impact propellants of little specific attenuation p0144 N77-11193

nonmental satellis p0267 N77-16940

COMPUTER PROGRAMS		ODDECT WEEK
implications of future developments in computing	COM recording techniques and recorders	Noise mechanisms · · · AGARD conference or propagation
technology p0268 N77-16946	p0265 N77-10948	and reduction of jet noise [AGARD-CP-131] pD256 N74-22840
COMPUTER PROGRAMS The use of geometric programming methods for structural	International data communications Prospects and problems p0267 N77-16935	Fracture mechanics of attorast attructures proceedings
optimization p0196 N76-12360	COMPUTERIZED DESIGN	of conference on structural characteristics of aircraft components
Sizing of complex structure by the integration of several different optimal design algorithms	Computer-sided design of control systems to meet many requirem-rits p0103 N74-31434	[AGARD-AG-176] bO192 N74-23413
[L-9736] p0196 N75-12361 Parallel computer with automatically reconfigurable	Computerized preliminary design at the early stages of	Active control systems for load silevision, flutter suppression and ride control conference
ordanization (COPRA) p0248 N75-15274	vehicle definition p0066 N74-31464	[AGARDOGRAPH-178] pO102 N74-25550
The MECRA experimental computer model with automa- tic reconfiguration pO246 N75-16275	Integrated, computer aided design of aircraft p0067 N74-31474	The fluid dynamics aspects of all pollution related to alreraft operations
Changes in visual evoked response by non-visual task	Project weight prediction based on advanced statistical	[AGARD-AR-56] µO202 N74-26104
processing - computer programs p0211 N75-24301	methods p0067 N74 31475 Initial design optimisation on civil and military aircraft	Pradiction methods for aircraft serodynamic characteris- tics proceedings of conference on methods for pradicting
Comments on computation of aircraft flight characteristics computer programs for determining aircraft stability	p0088 N74-31477	aircraft performance
derivatives p0007 N75-30023 A numerical spectroscopic technique for analysing	Concept CCV and specifications p0068 N74-31480	(AGARD-LS-67) p0064 N74-28445 Advances in control systems proceedings of confer-
combustar flowfields p0148 N75-30366	Linear phased array for yaw stabilisation computerized design p0170 N74-31678	ence on cherecteristics of aircraft control systems [AGARD-CP-137] p0103 N74-31429
HF transmission of numerical data · · · In ionosphere nO166 N76-20321	Propulsion/singleft design matching experience	Aircraft Design Integration and Optimization, Volume 1
The role of the minicomputer in the information retrieval	p0089 N74-32423 Progresh report on mechanical flaps p0024 N75-13806	··· conference on optimal design of significand related
business pO266 N77-16931 COMPUTER SYSTEMS DESIGN	Computer modeling of communications receivers for	systems [AGARD-CP-147-VOL-1] nO065 N74-31468
Principles of avionics computer systems	distortion analysis p0162 N70-16283	Antennes for evionics · · · conference on application of
(AGAND-AG-183) p0243 N75-18236 Optimization svionics computer system design	The use of computers to define military sircraft struc- tures p0072 N76-17099	avionic antennas in Agrosat systems [AGARD-CP-139] pO188 N74-31667
p0243 N75-16239	Turbines Presentation of calculated data and comparison	Nonlinear effects in electromagnetic wave propagation conference on radio fraquency scattering during loncep-
Systems and system design. Software design in computer based systems p0243 N75-18240	with experiments p0041 N77-12026 COMPUTERIZED SIMULATION	heric propagation
Avionios system architecture computer systems	Systems simulation: A global appreach to allorew	[AGARD-CP-138] pO155 N74-31812 Low cycle high temperature fatigue ··· in aircraft jet
design p0243 N78-16241 Defining the problem and specifying the requirement	workload · · · computerized systems ensiyels p0236 N75-12668	angines: conference proceedings
functional and operational requirements of avionics compu-	A method for prediction of lift for multi-element airfoil	[AGARD-CP-185] pO198 N78-10487 Specialists meeting on directionally solidified in-situ
ter systems p0243 N75-16242 Monitoring and control of serospace vehicle propulsion	systems with separation p0024 N75-13807	composites
pO243 N75-16243	Traffic modelling of military communication systems on digital computers p0348 N75-16287	[AGARD-CF-188] pO130 N78-11034
Man-mechine interface avionics systems design p0244 N75-15244	digital computers p0348 N75-16287 Simulation techniques for turbomachines	Simulation and study of high workload operations psycliophysiological effects on air crews
Novel devices and techniques microelectronic and	p0091 N76-23891	[AGARD-CP-148] pO236 N76-12587
semiconductor devices for sylonic computer systems p0244 N75-16245	Generalized dynamic engine simulation techniques for the digital computers p0092 N78-23593	Technical evaluation report on AGARD specialists meeting on directionally solidified in-situ composites
Specifying the requirements derivation of specification	Total powerplant simulation p0092 N75-23594	[AGAHD-AH-78] pO131 N76-15747
for avionic computer system design p0244 N75-18245 MASCOT A Modular Approach to System Construction	Use of simulation in the design, development and testing of power plant control systems p0092 N76-23598	Meal time computer based systems conference on avionic computer technology
Operation and Test pi0245 N75-18265	Missile intersystem EMC testing p0163 N76-16291	(AGAHD-CF-149) p0248 N78-18287
COMPUTER SYSTEMS PROGRAMS Systems and system design: Software design in	Four-D navigation in terminal zones: An automatic	The 1974 AGAND Annual Meeting: The energy problem Impacts on military research and development
computer based systems p0243 N75-15240	control problem ··· speed control for sircraft approach specing p0063 N76-23193	p0201 N75-16977 Technical evaluation report on Fluid Dynamics Parish
Use of computer in all traffic control p0083 N75-32076	Alteraft uss turbine cycle programs. Requirements for	Symposium on V/STOL Aerodynamics
Some trende in hardware concepts for ATC computer	compressor and turbine performance prediction p0101 N76-26209	[AGARD-AR-78] pO176 N78-19888
p0083 N75-32078 The systems approach to Computer Output Microfilm	Bimulation in support of Night test p0128 N76-20297	Take-off and landing seminar on alteralt guidance, control, stability, and flight characteristics during approach
p0268 N77-10980	Interactive computerized air combat opposent p0128 N76-29308	and landing and takeoff
COMPUTER TECHNIQUES	Optical modelling of the atmosphere	[AGARD-CP-180] p0001 N78-21219 Electromagnetic wave propagation involving irregular
Semi-automatic indexing State of the art [AGARDOGRAPH-179] p0263 N74-19626	p0203 N76-28816 The fluid mechanics and computer modeling of atmosp-	aurfaces and inhomogeneous media
Quineration, use, and transfer of information p0263 N74-27489	helic turbulence causing optical propagation fluctuations	Specialists meeting on Failure Modes of Composite
International medical information systems · · · with on-line	p0203 N76-29621 Determination of stant visual range from lider algestures.	Materials with Organic Matrices and Their Consequences
ucomputerized data management p0283 N74-27460 Construction of suboptimal Kalman filters by pattern	analysis of simulated signatures p0207 N76-29849	on Design [AGARD-CF-163] pO131 N75-23698
search p0103 N74-31438	Accident reconstruction from analysis of injuries p0234 N77-17724	Madical requirements and examination procedures in
An experimental investigation into duplex digital control of an engine with reheat p0104 N74-21445	COMPUTERS	relation to the tasks of today's alicies. Comparison of examination techniques in neurology, psychiatry and
Application of redundant digital computers to flight	RF signal propagating via control of special purpose	heigholds with absoral subhasis on opjective wathods
control systems p0104 N74-31446 Realization and flight tests of an integrated digital flight	pre-processors p0248 N78-16290	and assessment criteria [AGARD-CP-183] p0210 N78-24297
control system p0105 N74-31447	The use of computers in rotary wing testing p0019 N77-11973	Specialists Meeting on Wing-with-Stores Flutter
Glossay of documentation terms Part 2 Computer-user	Application of the computer for on-site definition and	[AGARD-CP-162] p0031 N75-28011 Current status in serospice medicine ··· conference on
Terms [AQARD-AG-182-PT-2] p0243 N75-30713	control of wind tunnel shape for infinition boundary interference p0019 N77-11978	habitability of spacecraft environments and environmental
The effect of vortex generators on the development of a boundary layer p0024 N75-13810	CONCORDE AIRCRAFT	control [AGARD-CF-184] p0216 N78-29722
Principles of avionics computer systems	Renant studies into Concorde noise reduction p0208 N74-22861	Methods for aircraft state and parameter identification [AGARD-CP-172] p0004 N75-28897
[AGARD-AG 183] p0243 N75-16236 Avionius system architecture computer systems	Reverse thurst experience on the Concords p0028 N75 23496	[AGARD-CP-172] p0094 N75-29997 Impact of active control technology on airplane design
design p0243 N75-16241	Mathoda used for potentiand the simulation of Concords	conference
A family of modular processors The ASMODRE Project p0247 N75-16260	887 using liight test results pooc4 N75-30000 Experience with the Concorde flying control system	The guidance and control of Y/STOL arrorate and
The role of computers in future propulsion controls	DO010 N78-30046	helicopters at night and in poor visibility conference
p0090 N75-23582 A thigital controller applied to the limitation of reheat	Design of an entirely electrical flying control system p0011 N75-30047	proceedings [AGARD-CP-148] [A0011 N75-30082
combustion roughness p0091 N75-23588	Comparison tretween the palculated and measured	Power plant controls for sero gas turbine engines aircraft engines - conferences
Computer measurement of complex performance on digital computers p0211 N78-24300	transfer functions for the Concorde alteraft elleraft control in atmosphere turbulence	[A(\$ARD - AR-80] (10083 N75-30181
Some fast analytical techniques for the EEG - using	[AUARD-R 637] p0038 N76-18064	Analytical and Numerical Mathods for Investigation of Flow Field with Chamical Resolvers, Especially Related to
probability distribution function and hybrid computers p0211 N78-24305	Analysis of the comparison between flight tests results and wind furnal tests predictions for subsonic and sups-	Combustion
fechnical diagnosis. A systems approach	rappio transport aircraft p0123 N76-28303	[AGARD-CP-184] p0147 N78-30389 Diagnustics and Engine Condition Monitoring
p0094 N75-31089 Use of computer in air traffic control	Bimulation techniques and methods used for the study and adjustment of the automatic landing system on the	(AUARU-CP-188) p0094 N78-31083
p00b3 N7b-32076	Concorde supersonic transport atterati p0124 N76-29293	A survey of modern air traffic control, volume 1 [AGARD-AG-209-VOL-1] p0080 N75-32047
Spine trands in hardware concepts for ATC computer is 6063 N75-32078	CONFERENCES Technical evaluation report on Fluid Dynamics Panel	[AGARD-AG-208-VOL-1] p0060 N75-32047 Flutter suppression and structural load elleviation
Application of programmable calculators to EMC enaly-	Specialists Meeting on noice mechanisms	[AGARD-CF-178] p0070 N78-32096
9/8 p0181 N76-18278	[AGARD-AR-66] p0085 N74-19297 V/STOL propulsion systems proceedings of confer-	Biodynamic Response to Windblast (AGAND-CF-170) p0217 N75-32716
Plant and Developments for Air Traffic Systems (AGARD-CF-188) p0053 N76-23193	ence on propulsion system design and operation	Technical evaluation report on the Guidance and Control
ATC concepts with extensive utilization of automatic data	[AGAND-AR-84] p0085 N74-19404	Panel Sympusium un Precision Weapon Delivery Systems
processing p0054 N76-23195	system design, configuration, and performance for vertical	EMB [AQAHD AR-74] p0063 X75-70673
MATCALS Expansion of capacity for expeditionary arrheids p0084 N76-23201	and about takeoff aucraft	Precision weapon delivery systems
Computer assisted approach sequencing	Technical evaluation report on AGARD Flight Mechanics	[AGARD-CF-142] p0063 X78-70674 Alteraft design integration and optimisation, volume 2
p0057 N76-23221 Review of developments in Computer Output Microfilm	Panal Symposium on Flight in Turbulanus	[AGARD-CF-147] p0076 X75-70675
(COM) and interographic technology, present and future	Escape problems and maneuvres in combat alteralt	Alignaft fire mafety
[AGARD-LS-85] p0286 N77-10945	conference on engralt escape systems for helicopters and	[AGAND-CP-186] ptk345 N76-14059 Improved Nozzle Teating Techniques in Transonic Flow
Migrographics and COM. A state of the art and market report. p0268-N77-10946	V/BTOL secret [AGARD-CP-134] ρ0043 N74-20786	[ASIAHD-AG-208] p0178 N76 16387

Flow Separation - symposium on separation phenomenal subsonic. Itansonic, and supersonic flows. AGARD-CP-1681 - p.0032-N76-17030	CONFIGURATION MANAGEMENT The role of preliminary design in reducing development, production and operational costs of aircraft systems.	investigations on direct force control for CCV errorsh during approach and landing p0002 N75-21232 impact of sciive control technology on sirplane design
Electronic Anhorne Displays	p0065 N74-31459 Economic espects of prototyping p0068 N74-31461	conference [AGARD-CP-187] p0008 N78-30027
ADARD-CP-167] p0378 N76 17107 Failure modes of composite materials with organic	Crantive arivanued design. A key to reduced life-cycle	CCV philosophy Sementics and uncertainty. The
atrices and their consequences on design	costs p0086 N74-31462 Preliminary design techniques for unminied remote	concept of aircraft revolution by progress in the flight control system p0008 N75-30028
AGARD AH-86] D0133 N76-17212 AGARD bulletin meetings publications and members	niidted vehicles p0088 N74 31465	Application of advanced model-following techniques to
ip	An approach to dasign integration p0066 N74-31466 Design evolution of the Boeing 2707-300 supersonic	the design of flight control systems for control configured vehicles p0009 N75-30038
GARD BULL 76-1) p0272 N76 18037 Specialists Meeting on Alloy Design for Fatigue and	transport Part 1 Configuration development, serodyna- mics, propulsion, and structures p0066 N74-31467	Control Configured vehicles 8-52 program results p0010 N75-30041
acture Resistance	Design evolution of the Bosing 2707-300 supersonic	A quadruredundant digital flight control system for CCV
GARD CP 185) CO136 N76 1928B Specialists Magting on Imped Damage Telerance of	transport Part 2 Dusign impact of frandling qualities criteria flight control bystem concepts, and seroelastic	application poditions and society
ruglures.	effects on stability and control p0066 N74 31469 The F-16 design considerations p0067 N74-31470	Wind tunnel investigation of control configured vehicle systems p0071 N75-32100
Radio systems and the tonumbers	System analysis for a battle-held air superiority fighter	AGARD highlights, September, 1978
(GARD-CP-173) p0104 N70-20302	project with respect to minimum cost p0067 N74-31471 The B-1 bumber Concept to heldware	[AGARD-HIGHTS-78/2] p0018 N76-31178 CONTROL EQUIPMENT
Technical evaluation ranget of AGARO Specialists leating on Wing-With-Stores Flutter for attack entraft	p0087 N74-31472	Power plant controls for agio-gas turbing angines
(GARD-AR-96) p0039 N76-21163	Design of very large simplenes for least system cost p0087 N74-31473	[AGARD-CF-151] p0090 N75-2357h Power plant controls for sero gas turbina angines
Fluidios technology symposium pO180 N76-21430	Integrated, computer aided design of aircraft p0067 N74-31474	aircraft engines - conferences
Plans and Developments for Air Traffic Systems	initial-design optimisation on civil and military aircraft	Flutter augmention and atrustural load alleviation
GAND-CP-168] p0063 N76-33191 The problem of optimization of user benefit in scientific	p0068 N74-31477 Introduction of CCV technology into airplane design	[AGARD-CF-178] p0070 N75-32086 Active control of simplennage flutter p0070 N75-32089
nd technological information transfer	p0088 N74-31481	Mechanization of active control systems
QARD-CP-179] p0270 N78-25098 Unsteady phenomena in fulbomachinery	Advancements in future fighter struish p0068 N74-31483	CONTROL SIMULATION
(GARJ.CP-177) p0098 N78-25189	Estimation of programmes and costs for military airc- raft pc068 N74 31484	Flight test of an automatic approach and landing concept for a simulated space shuttle represented by the NASA
Wind turnel design and testing techniques AGARD-CP-174] p0113 N76-25213	CONFORMAL MAPPING	Convair 900 sircieft p0106 N74-31467
Flight/ground testing facilities correlation	Conformal arrays for alterati design of multifrequency antenna array p0169 N74-31668	A simulator study to investigate human operator wolk load p0236 N78-1256
(QAND.CP-187) p0119 N78-25266 Higher mental functioning in operational anytronments	Patterns and polarizations of simultaneously excited	Application of manned air combat simulation in the
(GARD-CP-181) p0238 N76-26782	atana anamana an a nonfermal surface considerint multiple	development of hight control requirements for weapon delivery p0126 N76-2931
Modern prediction methods for turbomechine perform-	CONICAL BODIES	CONTROL STABILITY
M8 (CARD-L8-83) p0100 N78-26208		Some integrity problems in optimal control systems p0103 N74-3143
Arcraft gas furbine cycle programs. Requirements for impressor and turbine performance prediction.	CONSTRAINTS Head clearance envelope for ejection seats duling	Computer-sided design of control systems to meet mai requirements p0103 N74-3143
DOLOL WAS SESSOR	regative G kub x (mpent agrelated) p0043 N74-20760	CONTROL STICKS
Compressor and turbine performance prediction system evelopment. Lessons from thirty years of history	Alterew capabilities and limitations p0016 N76-14020 CONSTRUCTION MATERIALS	Feel force system with an inertia reduction depablisty p0126 N76-2930
pQ1Q1 N78-2821Q	The use of fracture mechanics principles in the design	CONTROL BURFACER
Axial flow compressor performance prediction p0101 N78-28211	and analysis of damage tolerant alreast strictures p0192 N74-23417	Fretting of aircraft control surfaces p0146 N75-2244 Active Butter suppression p0070 N75-3206
Flow field and performance map computation for	Besic concepts in fracture mechanics spillostich of	Unitedly presures due to control surface rotation low supersonic speeds. Comperison between theory as
gial-flow compressors and turbines p0101 N76-25212 Design optimization and parformance map prediction to	pO192 N74-23418	\$mantiment
entifugal compressors and radial inflow turbines	analysis of constitution materials	[AGARD-R-647] p0040 N76-3212 CONTROL THEORY
p0101 N78-26213 Characterization of components performance and optim	p0192 N74-23419	Construction of suboptimal Kalman fillers by patter
retion of malching to let-enuite development	the state of a section beambas with dancarad	eastuh Use of advanced control theory as a design tool for vehicle
p0101 N78-26214 Bibliography on Modern Prediction Methods for Turbon		guidance and control p0103 N74-3143 Optimal control of stochastic systems with unspecific
ichina Parfolmanca potot nya-zazit	of fatigue crack growth equations p0192 N74-23421	termination times polo4 N74-3143
The role of the clinical laboratory in serospace medic	Environmental effects in fracture · · · application of linear	Application of redundant digital computers to flig control systems p0104 N74-3144
AGARO-CP-180] p0228 N75-27811 Stall/apin problems of military aircraft	mental crecking p0193 N74-23422	Application of modern control theory to scheduling a
AGARD CP-198 potos N76-2924	Cabin finishing materials in civil passenger aircraft poo48 N76-14068	path-stretching maneuvers of sircraft in the near terminare poor 1 N75-320
AGARD-CP-193) p0203 N75-2961	Magazisment and enalysis of smoke and toxio gases	Autive control of empenings flutter p0070 N75-320
Helioppter design mission load spectra	majoriale BOO46 N76-14071	CONTROLLABILITY Handling qualities specification deficiencies
Technical evaluation report on the Fluid Dynamics Fans	Spacialists meding on attacture pengi recinologi	[AGARD-AH-89] p0071 N78-181
Bymposium on Wind tunnel Design and Testing Techni	design	Proficiency training of pilote and controllers participat
ues AGARD-AR-97] p0127 N78-3023	[AGARD-CP-184] p0071 N78-17092 The algorithmatics of various management and technical	in RNLAF missions by the use of a simulator p0127 N76-293
AGARD highlights, September, 1976 AGARD-HIGHLIGHTS-76/2] p0018 N78-3117	s tachumas on alteratt altuniutal design	CONVECTIVE FLOW
Madium Accuracy Low Cost Navigation	p0071 N76-17093	The issue of convective emplification in jet incise p0267 N74-226
AGARD-CP-178] p0059 N78-3214 Small solid propalitant rockets for field use	emphasis on the rator p0072 N76-17095	CONVERGENT-DIVERGENT NOZZLES Through-flow calculation procedures for application
AGAND-CP-194] p0144 N77-1118	The introduction of new materials for lightweight v augraft construction p0072 N76-17087	high speed large turbines poceduras for approximation
Applications of non-intrusive Histromentation in fluid flo- exectoh including Reman spectra. Lever Dopple	The roles of analysis in relation to structural testing	The effect of evippics system characteristics on figh
/elocimete/s, and electron beams, conference proces	fighter aircraft design p0072 N76 17098	aligraft size, cooling, and electrical power subsystems
Ings AGARD-CP-383] p0181 N77-1122	QONTACT LENSES Flight fitness and pliant content lenses	COOLING SYSTEMS
Fluid Dynamics Panel Symposium on Flow Separation AGARD-AR-98] p0182 N77-1136	p0241 N77-12714	Avionic cooling and power aupplies for advanced a
Eleventh AGARD Annual Masting	A survey of low cost saif contained navigation systems	18h [AGARD-CP-196] p0074 N77-160
Advanced labrication techniques in powder metallury	grid their accuracies pO089 N76-32180	Aviorios cooling on UEAF aircraft p0074 N77-166 Advanced thermal components for efficient cooling
and their accommiss implications - conference process	applications to battle-demaged structure	svioniu systems p0074 N77-180
diriys [AGAHD-CP-200] p013# N77-1816	2 [ÁGAND-R-848] p0073 N76-32183	Alteraft power supplies Their performance and limitions p0074 N77-180
Avionic cooling and power supplies for advanced air	poor 3 (170-32 104	Afford power supplies and couling problems
(A()ARD-CP-190) 60074 N77-1603	GUNYAMINANTE	viewpoint from the power conditioner designer p0078 N77-160
Visual presentation of cockpit information includes appetal devices used for pertouter conditions of figure	g radiation extinction experiments. A review of metricus	Alterest cooling techniques p0078 N77-180
(AGARO-CP-201) p0082 R77-1800	0 pozo4 N/6-29828	ppops 1471-164
Director's smout report to the North Atlantic Milita Committee, 1975 p0021 N77-1691	6 Continuous payingstion updating method by means of area	The cooling of a pod-mounted evicting system µ0076, N77-160
	il- correlation p0060 N76-32159	Efficient enurces of applica for sylonics
Summary of the discussions on structural design technic	CENTROL	p0075 N77-180
Summary of the discussions on structural design technic ogy — composite structuras and crack propagation [AGARD-AH-99] p0200 N77-178:	Evolution of turborasptor control systems	The cooling of sylation equipment on board comme
Bunimary of the discussions on structural design tenhnology — composite structures and crack propagation [AGARD-AH-99] p0200 N77-178: National Delegates Board Meeting Tachnical present	Evolution of turboreactor control systems p0091 N75 23586	sirpianas poors N77-101
Suntinery of the discussions on structural design technically — composite situatures and creak propagation p0200 N77-178. National Delegates Board Meeting Technical presentions on scientific and technological forecasting 1884-92-935-0170-0) p0022-N77-179-	&volution of turboreactor control systems p0091 N75 23588 Design considerations for an active suppression system to the turbor store further artifolio N75-32097	amplanes Performance assessment of the conditioning system the avonte estulpment bay of a small high subsonic mili
Summary of the obscussions on structural design technic opy — composite structures and creck proposition [AGARD-AR-99] National Delegates Board Meeting Technical present ions on solentific and technological forecasting [188N-92-838-0170-0] Night and All Weather Guidance and Control System (or Freed-Wing Aurora)	Evolution of turborsector control systems N75 23588 p.009 1 N75 23588 p.009 1 N75 23588 p.009 1 N75 23588 p.000 1 N75 23588 p.000 1 N75 23097 for flighter wing/stors futter p.000 0 N75 32097 p.000 1 N75 3209 p.000 1 N75 3209 p.000 1 N75 3209 p.000 1 N75 3209 p.000	Performance assessment of the conditioning system the avionic equipment bay of a small high subsonic militariorati p0076 N77-160
Buninary of the discussions on structural design technically—composite situatures and creak propagation p0200 N7-178. National Delegates Board Meeting Technical presentions on extension and technological forecasting p0022 N7-179-	Evolution of turborsector control systems N75 23588 p.009 1 N75 23588 p.009 1 N75 23588 p.009 1 N75 23588 p.000 1 N75 23588 p.000 1 N75 23097 for flighter wing/stors futter p.000 0 N75 32097 p.000 1 N75 3209 p.000 1 N75 3209 p.000 1 N75 3209 p.000 1 N75 3209 p.000	airplanes 90075 N77-100 Performance assessment of the conditioning system the avionic equipment bay of a small high subsonic mill aircraft The effect of aviorics avatem characteristics on fig.

COPPER ALLOYS Cooling of electronic equipment in relation to component imperature limitations and reliability p0078 N77 15047 temperature limitations and reliability p0076 N77 1604 COPPER ALLOYS Surface distress of copper alloys in contact with ste under fretting conditions CORNEA Doular effects of laser radiation Comea and anterior p0180 N76-11310 CORONARY ARTERY DISKASE Common problems encountered in laboratory screening of USAF flight crews for latent coronary artery disease p0228 N78 27822 CORDNARY CIRCULATION Corons y flow and myocardial biochemical responses to high sustained + G sub / acceleration p0220 N77 11649 CORRECTION Continuous navigation updating method by means correlation p0060 N76-32169 CORRELATION Mulitaxial fatigue Present and luture methods of police N78-10492 CORNELATION COEFFICIENTS Application of static and dynamic serodynamic coefficients to the mathematical correlation of wind turned test results on elected spine p0 107 N76-29282
CORROSION
Oxidation, hat corrosion and protection of directionally Oxidation, not corolation and protection of directionally solidified estaction alloys policial for interesting corresponding to the protection of protection of the protection gas turbines/metals/binary alloys - chemical analysis/ corrosion - p0129 N76-11248 Oxidation and hot eurosion of commercial superallova Oxidation and hot corrosson or gas turbines/turbine blades policy in Introduction A source of the problem of directing process of the problem of directing policy in Introduction (Principles of the Principles of Corresion theory and practice Consistent in aritrates, power plants and associated ertraft equipment p0137 N79-3335 Correction Study and detection p0138 N76-33338 CORROSION PREVENTION The theory, significance and prevention of corresion in AGARD LE BAL p0137 N76-33333 Corrosion prevention techniques, in antenance and puli polish recurrence and puli polish recurrence prevention prevention polise N78 33339 Prevention and combat or corrosion in strotalt structure DO138 N76-33340 CORNOSION TESTS
Cornston Study and detection p0138 N7G-33338
COSMIC NOISE 00159 N76-15260 COPMIC NAYS Cosmic redistrois doses at alloraft attitudes p0232 N77-18729 Biologinal studies of cosmic radiation DO233 N77-16730 COST ANALYSIS
Cost of ownership for propulsion system of powered lift arrests -- effects of development, acquisition, operation, and maintenance on aircraft engine cost (action engine). in maintenance on engree cost lectors. p0088 N74-20427 The role of preliminary design in reducing development. production and operational coats of sirciaft systems 00066 N74-31459 Hecent experience from BAC alteraft for NATO p0067-N74-31469 Design of very large airplanes for least system dost pood? N74-31473 Maximising the use of an information service in an information p0267 N77-10836 international environment Implications of future developments in computing introduce p0288 N77-16946 COST SPEECTIVENESS New technologies and meintenance of heticopters p0066 N74-31478 by 120 foot wind tuting

Development of an 5-band duel mode horn for relemently reception by the 100 M Effelabers ratio telescope ... paraboloid amenus feed system p0172 N74-31897 Computer software testing and certification p0245 N75-16256 tow apped tunnels with tandom test sections. A contribution to some design problem: µ0113 N76-28220

The rationale and design features for the 40 by 80/80 y 120 foot wind tunnel p0114 N76-25223

COST REDUCTION
Active control systems for load elleviation, flutter suppression and ride control confirming policy N74-25560 p.0102 N74-25560 COSTS

Avionic reliability and life-cycle-cost pertnership p0191 N78-24611 COUPLING CORFFICIENTS

Propagation in auryal multimode eladded fibres -darivation of coupling coefficients for propagation modes in optical fibers p0251 N78 22058 CHACK INITIATION

hysics and metallurgy of fratting p0146 N76-22495 Effect of various instantal properties on the adhesive stage (frequing p0147, N75, 2250)

CRACK PROPAGATION Resistance method -- procedure for determining mechanical properties of construction materials p0192 N74-23419

Grack propagation taws -- development and application of fatigue crack prowth equations p0192 N74-23421

Environmental affects in fracture - - application of linear elastic fracture mechanics to predict and interpret environ-mental cracking p0193 N74-23422

mental reacking p0193 N74-23422

Summary of limitations factors which affect crack propegation and structural stability p1093 N74-23423

Fall-late design procedures Jasic information analysis of crack growth rate and stream intensity factor effects on structural stability p0193 N74-23424

The prediction of crack propegation application of crack propegation mathrials of surrellations and control processing procedures and control processing procedures and control processing process

crack propagation prediction methods to arcreft structure design p0193 N74-23426 Built-up sheet structures - procedures for predicting

crack propagation and stress intensity factors

p0193 N74-23426 Rehability of the detection of flows and of the determina p0194 N74 23436

Detection and determination of flaw size by accounts emission --- obserciseristics of acoustic emission instruments on the control of the con Prediction of static and fatigue damage and creak propagation in composite materials p0131 N78-23699

Design of composite structure with respect to evoid crack operation #0133 N75-23709

propagation p0133 N75-23709
Failure modes of composite materials with organic
matrices and their consequences on design
[AGARD-AR-80] p0133 N75-17212 The development of latigue/crack growth analysis loading

spectra [AGARD-R-840] 00109 N78.:9487 Summary of the discussions on structural design technol

ogy --- composite atructures and crack propagation [AGARD-AR-99] p0200 N77-17527 CRACKING (FRACTURING)

Heliability of the detection of flaws and of the determina-on of haw size p0194 N74-23436 tion of haw stra-

Medico-legal problems of flight acordents investigation p0233 N77-17715 Legal espects of flying accidents investigation diseases: stims identification p0233 N77-17718 victims identification

Procedures for Identification of mass disaster violens p0234 N77-12717 Audident reconstruction from analysis of injuries p0234 N77-17724

Headingury pathology and its clinical, safety and administrative significance HD235 N77-17726 CFASHES

The use of rockets sugmet treats from in stroom grees The extinction of aircraft urash fires pooA7 N76-14081

Dynamic effects in the setting of emplane crash fires poods N76-14084
Crash of the PP-VJZ stroreft poods N76-14087

Crash of the re-voice con-CREEP PROPERTIES
An overview of high temperature metal fatigue. Aspecta covered by the 1973 International Conference on Crasp and Eshous

10.100 Note: The Conference of Crasp and Eshous

10.100 Note: The Conference of Conferenc nd Fatigue potest N75-10488 Machanical properties of caramics for high temperature

applications [AGARD-R-681] p0143 N77-16182 GARD-R-081]
Creep of curamic metanels for gas tinbine applications
p0143 N77-18183

CHITERIA Builts definition and citients u0016 N76-14028 CROSS COMMELATION
Direct negatinement of sound sources in air jets using

Direct measurement or sound soon the crossed beam correlation technique pozité N74 22645

None source diagnostics using causality correlations generation and suppression of aircraft noise p0287 N74-22849

Use of cross-correlation measurements to investigate noted generating regions of a real jet engine and a model jet. Continuous navigation opdating institution of a real jet engine and a model jet. Continuous navigation opdating institution opdating mallined by magns of area p0080 N76-32159 CHOSE COUPLING

A crossed-slot built array entenna for satellite application ... considering satellite telematry system p0170 N74-31682

CROBS FLOW Thrust performence of podded lift-fens in crossflow ...
Thrust performence of podded lift-fens in crossflow ...
effect of increasing cross flow velocity on thrust data-ions.
p0087 N74-20420

Asingynamic characteristics of an experimental lifting noods N74-20428 Astrodynamic characteristics of an exparimental litting fair under orasitios of an expa-institution 008 N74-2028. Noise characteristics of an expa-institution fair under crossitios conditions — analysis of stacky and unistatedy forces acting on thir fair blades — p088 N74-20428 A method for the calculation of the fow fair index to y jet exhausting perpendicularly into a cross flow p028 N78-13813. A fiterature survey on jets in crossition — 2023 N78-13813.

merature survey on jets in crossition poops in the response of a lifting fan to crossition induced spatial flow distortions. Experiments to assess the influence of changes in the funder wall bountary layer on transition wall prossition instructions. nitation and the p0118 N76-28231 CRUISING FLIGHT

ITSING FLIGHT

Jet interference of a podded engine installation at online
100027 N75-23480 CRYCGINIC FLUIDS

The cryogenia transonic wind tunnel for high Raynolds imber research p0113 N76-28314

CHYDGENIUL Recent progress on new facilities at the NASA Langley
Research Center p0119 N76-25259 CRYSTAL GROWTH

Crystal growth methods for the production of aligned proposites p0130 N75-11039 CRYSTAL STRUCTURE

The structure and thermal stability of eutectic alloys 00130 N75-11038 Effect of various material properties on the adhesi p0147 N75-22500 of fraiting CV-990 AIRCRAFT

CV-900 AIRCRAFT
Flight test of an automatic approach and landing concept
for a simulated space shuttle represented by the NASA
Convert 900 sincets
D100 N74-31457
EVANATE
The importance of the disease of thiocyanetes in unice

and blood of flying parabinnel for the prevention of diseases of visual function p0209 N75 23092 Survey of activities in the field of low cycle high tempera

ture fatigue. Critical report. DO192 N74-21549 CYCLIC LOADS

Low cycle high temperature fatigue · · · in mircraft jet

engines: conference proceedings [AGARD-CP-188] 3D195 N75-10497

AGARD-CF-108] p0195 N78-10497
Problems of low cycle high temperature felique in arceat
yet engines p158 N75-10498
Procision in LCHTF testing of except jet engines
p108 N75-10490
The effect of cycle parameters on high temperature low
cycle felique on in afforter jet engines p0198 N75-10490
Deltip procedures for stevated temperature low-cycle felique on septimental policy procedures for stevated temperature low-cycle felique on septimental policy procedures for stevated temperature low-cycle felique on septimental policy procedures for stevated temperature low-cycle felique on septimental policy procedures for stevated temperature low-cycle felique on procedures for stevated temperature low-cycle feliques.

µ0198 N78-10494 CYCLOTRON RADIATION
Electron heating in the ionosphere by powerful gyropoise N74-31839

WAVES CYCLOTRON RESONANCE A self consistent theory of triggeled VLF emissions

p0187 N74-31829

conducting electric coated cylinders — mutual coupling effects — 0.6172 N74-31682 Modification of the plasms impedence of en antenna due to ion sheath induced nonlinearities — numerical analysis of radio frequency scattering p0156 N74-31636 VIADBIDIA ADDISES

analysis of radio requency scanning failure of an analysis of radio requency scanning failure of a retugue life of cylindrical pressure vessels subjected to repeated p0194 N74-23431

D

D REGION Double cross modulation in the D-region

Modification effects in the tonospheric D-region pC159 N74-31841

DAMAGE

Diagnosis of the functional state of a motor by modeliza-tion — tubbins singlines p0094 N76-31084 Theory of periodic turbomachine notes and determination of inlate damage from notes specific in nessurements p0094 N76-31087

Finite element applications to battle damaged structi r 0073 N78 32185

DASSAULT AIRGRAFT
Spin light test of the Jaguar, Mirage F1 and Alpha-je p0108 N76 29264

Spin light test of the Jeguer, Mirage F1 and Alpha-jal strain
DATA ACCUIDITION

AUARD Right test instances the same Volume 8
Magnetic recording of flight test data — design and
performance of aliborine tape transports
AGARDORAPH-160-VOL-5] p0077 N74-18933
AGARD hight test instrumentation engineering
— application to large automated systems for initial flight
tests of military and citizen citizets
[AGARDORAPH-160-VOL-1] p0077 N74-28933
Bampling and filtering — data processing teal-initials
filight test instrument systems p0077 N74-28931
Excluded aspects in the design of migh-channel data
collection systems p0077 N74-28931
Ground-based symptom — rynchronization of ground
used and criboris data collection and processing sys
term
Office acquisition and communication function — avionica

Oats acquisition and communication function - avionita popular po243 N78-18238 computare

Data acquisition and distribution in real-time aerospace p0248 N75-16268

The relative role of engine monitoring programme during development and envice pheses p0095 N75-31094 Automatic testing of avionics systems for electromagnetic impatibility n0163_N76-16204

DAYA BASES Pederal information systems
The NASA regional dissemination center pozes N74 27462 00263 N74-27461

A discretized program for the optimal design of complex polls? N78-12362 struutures.

Development experiences of real time computer based ratems in etrike strongs. p0248 N75-18291 systems in sticke strongti Problems of a bibliographic network and documentation p0204 N78-23372 A data network in the documentation and library area p0264 N75-20374

Deta banks and networks for ongineering design purp Listening to the user. A case study p0271 N78-28109

Management the research or reference to a second or an	Implications of future developments in computing	DENSITY (MASS/VOLUME)
Maximising the use of an information service in an international environment p0267 N77 16936	technology p0268 N77 16946	Experimental avaiuation of fluctuating density and
A human biometry data bank p0267 N77-16937	DATA PROCESSING TERMINALS	radiated noise from a high sugmerature jet
The virtual-system concept. I networking bibliographic	The TYMNET network p0266 N75-23380 Maximising the use of an information service in an	p0256 N74-22644 DENSITY DISTRIBUTION
information systems p0267 N77-16938	international environment p0267 N77-18938	Current problems of optical interferometry used in
T w National Standard Reference Data Systam p0267 N77-16939	Terminal access technology of the 1990s	experimental gas dinamics p0154 N77-11244
Development and applications of spatial data resources	p0268 N77-16945	DENSITY MEASUREMENT
in anargy related assessment and plenning	An induction into the design of flight test instrumentation	The electron beam fluorescence technique applied to hypersonic turbulant flows p0153 N77-11235
[PUBL-901] p0267 N77-16941	systems factors affecting the development and design	DEPENDENT VARIABLES
DATA COMPRESSION Compact interpreters Their implications on software	of flight test instrumentation systems: p0077 N74-28935 DATA RECORDING	Reduced size optimal control laws p0245 N75 16260
and hardware design p0246 N75-16268	The relative role of engine monitoring programme during	DESCENT TRAJECTORIES
DATA CONVERSION ROUTINES	development and service phases p0095 N75-31094	The STRADA landing trajectography system p0111 N76-23288
COM recording techniques and recorders p0285 N77 10948	The minicomputer's role in data recording for information retrievel purposes and printed information.	DESIGN
DATA CONVENTERS	p0266 N77 16934	A further review of current research simed at the design
Digital scan conversion (schniques p0080 N76 17125	Holographic data storage and retrieval system	and operation of large wind tunnels
DATA CORRELATION	p0268 N77-16943	[AGARD-AR-83] n0110 N76 11110 Avionics Design for Reliability
Limitations in the correlation of flight/tunnel buffeting tests r0017 N76-14028	Recommended procedures for processing acceleration	[AGARD-LS-81] p0190 N76-24802
The art and science of rotary wing data correlation	data obtained by sircraft during atmospheric turbulence	Design of electronic circuits and component selection
pO122 N76-25291	encounter (AGARD-R-631) p0032 N75-32014	for high reliability p0191 N76-24610
Correlation . * low speed wind tunnel and flight test data	DATA RETRIEVAL	Case history of some high reliability designs for avionic systems p0191 N76-24612
for V/STOL arrests p0122 N76-25293 Comparison of serodynamic coefficients obtained from	Indexing and retrieval techniques p0255 N77-10949	systems p0191 N76-24612 Avionics design for reliability bibliography
theoretica: calculations, wind tunnel tests, and flight tests	Methodology of large dynamic files	p0191 N75-24514
data reduction for the Alpha Jet aircraft	[AGARD-R-649] p0755 N77-16908 The National Standard Reference Data System	DESIGN ANALYSIS
p0122 N76-25295 Swedish experience on correlations of flight results with	p0287 N77-16939	Design of pivots for minimum freiting p0147 N75-22498
ground test predictions for the SAAB 37 stroreft	DATA SAMPLING	High reliability design techniques p0191 N75-24609
pO123 N76-25299	Sampling and filtering data processing techniques for flight test instrument systems p0077 N74-25939	Design and performance of the four-degree-of-freedom
Comments on wind tunnel/flight correlations for external stores jettison tests on the F-104 S and G-91 Y sincraft	flight test instrument systems p0077 N74-28939 DATA STORAGE	motion system of the NLR research flight simulator p0125 N78-29304
p0123 N76-25302	Compact interpreters Their implications on software	Technical evaluation report on the Fluid Dynamics Panel
Critical analysis of comparisons between flight test results	and hardware design p0246 N75-16266	Symposium on Wind tunnel Design and Testing Techni
and wind tunnel test predictions in subsonic and supersonic	Holographic storage of optical images and visualization of teaer systems p0785 N75-16837	Ques
transport ercraft [NASA-TT-F-17186] p0073 N77-10049	Methodology of large dynamic files	[AGARD-AR-97] p0127 N76-30236 Lightweight Doppler navigation system design analysis
Development of photon correlation anemometry for	[AGARD-R-649] p0268 N77-15908	and parformance prediction p0061 N78-32164
application to supersonic flows p0162 N77-11231	DATA SYSTEMS Tachnical aspects in the design of multi-channel data	Through-flow calculations Theory and practice in
Measurement of periodic flows using laser Doppler correlation techniques p0152 N77-11232	collection systems p0077 N74-25941	turbomachinery design p0040 N77-12017 Design of turbine, using distributed or sverage losses.
DATA LINKS	On-board recording characteristics and application of	effect of blowing p0041 N77-12021
National and international networks of libraries, documen-	flight test data processing equipment p0078 N74-25942 Data processing functional analysis of data processing	Compressor design and experimental results
tation and information centres [AGARD-CP-156] p0264 N75-23372	systems used with flight test instrument systems	p0041 N77-12023 New design techniques for brittle materials
A data network in the documentation and library area	μOC78 N74·25945	pO143 N77-16185
p0264 N75-23374	Present knowledge domain of scientists and technologists	DETECTION
Linking US/DOD and other scientific/technical on-line	··· affective use of data resources p0263 N74-27458 LAMPS A case history of problems/design objectives	Corrosion Study and detection p0138 N76-33338 DH 126 AIRCRAFT
systems p0264 N75-23375 User requirements Automated services	for an airborne data handling subsystem	A technique for analysing the landing manoauvre
p0765 N76-23362	p0248 N75-16292	siteraft performance duting steep and two segment landing
An integrated target control system p0111 N76-23296	General aspects of data flow p0053 N75-32077 Micrographic fundamentals p0255 N77-10947	approach p0002 N76-21226
Minicomputers in library circulation and control p0266 N77-16933	Synthesis and distribution of environmental satellite	DIAMETES MELLITUS Epidemiological studies of subclinical diabetes mellitus
International data communications. Prospects and	lete p0267 N77-16940	pO228 N76-27823
problems p0267 N77-16935	Evaluated numerical data for the SST and chlorofluorocar- bon problems. A case study of how to help the engineer	DIAGNOSIS
DATA MANAGEMENT Computenzed preliminary design at the early stages of	and the modellers p0267 N77-16942	Microstrabiamus in flying personnel (diagnosis and disposition) pO210 N75-23096
value definition p0066 N74-31484	Holographic data storage and retrieval system	Diagnostic methods in tropical medicine
Micrographics and COM. A state-of-the-art and market	p0268 N77-16943 Multimode natting by wideband cable	pO224 N76-14771
report p0285 N77-10948 Micrographic fundamentals p0286 N77-10947	p0288 N77-16944	The laboratory tole in early detection of disease p0228 N76-27820
DATA PROCESSING	DATA TRANSMISSION	The role and limitations of radioimmunossasy as a
Sampling and filtering data processing techniques for	Principles of sylonics computer systems [AGARD-AG-183] p0243 N75-18236	taboratory diagnostic procedure pO228 N76-27825
flight test instrument systems p0077 N74-25939 Ground-based equipment · · · synchronization of ground	Data acquisition and communication function avionics	Application of flight stress simulation techniques for the madical evaluation of algreew personnal
based and airbome data collection and processing sys-	computers p0243 N75-16238	DO229 N76 27826
tems p0078 N74-25944	Possible application of lasers in auronautics p0185 N75-16830	DICTIONARIES
implementation of the micro processor concept with	Optical fiber applications for data transmission	Glossery of documentation terms Part 1 General terms
small size, low power consumption, high reliability, and regigedness characteristics p0247 N75-16279	p0213 N75-26786	[AGARD-AG-182-PT-1] p0264 N74-34424
The Massinchi data processing and display system. A	Selection technique of the optimal frequency for data transmission through the ionosphere p0166 N76-20317	Giossary of documentation terms Part 2 Computer-user
step in automation of air traffic control (the software	HF transmission of numerical data in longsphere	lanas
structure c. the system! p0249 N75-16294 An approach to the development of fibrary and information	p0188 N76-20321	AGARD-AG 182-PT-2 p.0243 N75-10713 Dictionary of French terms used in documentation
networks with special reference to the UK	improvements to HF FSX data transmission	[AGARD-AG-180] pD272 N75-18155
p0264 N75-23377 Date processing for ATC p0051 N75-32057	p0188 N76-20322	DIRECTRIC PROPERTIES
Data processing for ATC p0051 N75 32057 Digital radar data processing for enrouse air traffic	Description of a self-adaptive system for data transmis- sion through the ionosphere p0167 N76-20324	Polarization discrimination in remote sensing measure- ments of scattering cross sections based on surface
control p0052 N75 32074	A tracking and control system using pulsed transmis-	roughness and dielectric constant p0252 N75 22060
Eurocontrol data processing systems	sions p0111 N76-23293	DIELECTRICS
00053 N75-32080 Data variance due to different testing techniques	The role of the minicomputer in the information retrieval	Potyrod serials for avionic applications effects of additional dislectic slabs on entering gain
p0180 N76 16370	business p0266 N77-16931	pO170 N74 31877
Computer method for aircraft vulnerability analysis and	DAYTIME	DIFFERENTIAL EQUATIONS
the influence of structural demage on total vulnerability p0198 N76-19476	Time densities of the flight induced increase of free	
	Time dependence of the flight induced increase of free urnery cortisol secretion in jet pilots p0237 N75-12597	Differential formulas for diffraction problems in the
A survey of mechanization and documentation activities	urmary cortisol secretion in jet pilots p0237 N75-12597 DC 10 AIRCRAFT	Differential formulas for diffraction problems in the resonance domain pO251 N75 22056 DIFFRACTION PROPAGATION
in AGARD national distribution centers	urmary contains secretion in jet pilots p0237 N75-12597 DC 10 AIRCRAFT The application of fracture mechanics in the development	resonance domain p0251 N75 22058 DIFFRACTION PROPAGATION Mathematical theories of radio-wave propagation. An
in AGARD national distribution centers [AGARD R-77] p025B X77-72041	urmary contract secretion in jet pilots p0237 N76-12597 DC 10 AIRCRAFT The application of fracture machanics in the development of the DC-10 Maillage analysis of the degree of damage	resonance domain p0251 N75 22056 DIFFRACTION PROPAGATION Mathematical theories of radio-wave propagation. An historical survey p0250 N75-22047
in AGARD national distribution centers [AGARD R-77] DATA PROCESSING EQUIPMENT Technical aspects in the design of multi-channel data	unnary cortisol secretion in jet pilots p0237 N75-12597 DC 10 AIRCRAFT The application of fracture machanics in the development of the DC-10 fusilings unalysis of the degree of damage tolerance of fusiling pressure shell p0193 N74-23428 DE HAVILLAND AIRCRAFT	resonance domain p0281 N75 22086 DIFFRACTION PROPAGATION Mathematical theories of radio-wave propagation An instorical survey p0280 N75-22047 DIFFUSERS High-performance compact wind tunnel design
in AGARD national distribution centers [AGARD R-77] DATA PROCESSING EQUIPMENT Technical aspects in the design of multi-channel data collection systems p0077 N74-25941	urnary cortisol secretion in jet pilots p0237 N75-12597 DC 10 AIRCRAFT The application of fracture mechanics in the development of the DC-10 fuellage invalves of the depres of damage tolerance of fuellage pressure shall p0193 N74-23428 DE HAVILLAND AIRCRAFT Some DM-6-5 Twin Otter approach and tending experience	resonance domain p0281 N75 22056 DIFFACTION PROPAGATION Mathematical theories of radio-wave prosegation: An historical survey p0280 N75-22047 DIFFUEARE High-performance compact wind tunnel design p0114 N76-25222
m AGARD national distribution centers [AGARD 8-77] p025B X77-72041 DATA_PROCESSING EQUIPMENT Technical aspects in the design of multi-channel data collection systems On-board recording - characteristics and application of	uninary control secretion in jet pilots p0237 N75-12597 DC 10 AIRCRAFT The application of fracture machanics in the development of the DC-10 fusiling a surspice of the depressor damage tolerance of fusiling behavior of the depressor sheet p0193 N74-23428 DE HAVILLAND AIRCRAFT Some DHC-5 Twin Otter approach and tending experience in a STOL system	resonance domain p0281 N75 22086 DIFFRACTION PROPAGATION Mathematical theories of radio-wave propagation. An historical survey. 90280 N75-22047 DIFFUSEINE High-performance compact wind tunnel design. p0114 N76-25222 DIFFUSEION
in AGARD national distribution centers [AGARD R-77] DATA PROCESSING EQUIPMENT Technical aspects in the design of multi-channel date collection systems On-board recording is characteristics and application of flight test data processing equipment p0078 N74-25941 Taliamenty is development and application of legit test data processing equipment p0078 N74-25942	unnary cortisol secretion in jet pilots p0237 N75-12597 DC10 AIRCRAFT The application of fracture machanics in the development of the DC-10 fusilings unallysis of the degree of damage tolerance of fusiling approach and tending separations and STOL system p0003 N78-21238 p0003 N78-21238 STOL developments p0001 N77 14986	resonance domain p0281 N75 22056 DIFFACTION PROPAGATION Mathematical theories of radio-wave prosegation: An historical survey p0280 N75-22047 DIFFUEARE High-performance compact wind tunnel design p0114 N76-25222
m AGARD national distribution centers [AGARD 0.7.7] DATA PROCESSING SOUIPMENT Technical superts in the design of multi-channel date collection systems poor multi-channel date (On-board recording - characteristics and application of flight test date processing equipment p0078 N74-25942 Tallementy development and application of telementy to flight test instrument systems p0078 N74-25942	uninary control secretion in jet pilots p0237 N75-12597 DC 10 AIRCRAFT The application of fracture machanics in the development of the DC-10 fusiling a surspice of the depressor damage tolerance of fusiling behavior of the depressor sheet p0193 N74-23428 DE HAVILLAND AIRCRAFT Some DHC-5 Twin Otter approach and tending experience in a STOL system	resonance domain p0281 N75 22086 DIFFACTION PROPAGATION Mathematical theories of radio-wave prosagation: An historical survey p0250 N75-22047 DIFFUSENE High-performance compact wind tunnel design p0114 N76-25222 DIFFUSION Eutectic phase equilibria p0130 N75 11041 DIFFUSION FLAMES Massurement in turbulant flows with chemical reaction
in AGARD national distribution centers [AGARD R-77] DATA PROCESSING EQUIPMENT Technical aspects in the design of multi-channel data collection systems p0077 N74-25941 On-board recording — characteristics and application of fight test data processing equipment p0078 N74-25942 Titlemetry — development and application of telemetry to high test instrument systems Data processing — functional analysis of data processing	uneary control secretion in jet pilots p0237 N75-12597 DC 10 AIRCRAFT The application of fracture mechanics in the development of the DC-10 fuellage invalves of the depres of damage tolerance of fuellage pressure shall p0193 N74-23428 DE HAVILLAND AIRCRAFT Some DHC-5 Twin Otter approach and tending experience in a STOL system p0003 N75-21238 STOL developments p0003 N75-21238 DEAD RECKONING Integrated Doppler/heading reference/rackin navigation p0082 N75-32175	resonance domain p0281 N75 22056 DIFFACTION PROPAGATION Mathematical theories of radio-wave processation. An instorical survey possible po
in AGARD national distribution centers [AGARD II-77] DATA PROCESSING EQUIPMENT Technical aspects in the design of multi-channel date collection systems p0077 N74-25941 On-board recording - characteristics and application of fight test date processing accupine p0078 N74-25942 Titlemetry development and application of felentity to high test instrument systems p0078 N74-25943 Date processing functional analysis of date processing systems used with flight test instrument systems p0078 N74-25943	uninary cortisol seciation in jet pilots p0237 N75-12597 DC 10 AIRCRAFT The application of fracture machinics in the development of the DC-10 fusiling a malysis of the degree of damage tolerance of fusiling the tears shell p0193 N74-23428 DE HAVILLAND AIRCRAFT Some OHC-5 from Ofter approach and tending experience in a S101 system p0003 N75-21238 STOL developments p0003 N75-21238 STOL developments p0002 1 N77 14986 DEAD RECKONING Integrated Doppler/heading reference/rackio navigation p0082 N76-32175	resonance domain p0281 N75 22056 DIFFACTION PROPAGATION Mathematical theories of radio-wave prosegation. An historical survey p0250 N75-22047 DIFFUSENE High-performance compact wind tunnel design. p0114 N76-25222 DIFFUSION Eutectic phase equilibria. p0130 N76-1041 DIFFUSION FLAMES Massurement in turbulant flows with chemical reaction.
in AGARD national distribution centers [AGARD 1.77] DATA PROCESSING SOUIPMENT Technical aspects in the design of multi-channel date collection systems in the design of multi-channel date collection systems poor processing processing poor processing processing poor processing systems used with high test instrument systems poor processing	uneary contract secretion in jet pilots p0237 N75-12597 DC 10 AIRCRAFT The application of fracture mechanics in the development of the DC-10 fuellage unadvise of the depres of damage tolerance of fuellage pressure shall p0193 N74-23428 DE HAVILLAND AIRCRAFT Some DHC-5 Twin Oter approach and tending experience in a STOL system p0003 N75-21238 STOL developments p0003 N75-21238 DEAD RECKONING integrated Coupling reference/raction assignation p0062 N75-32175 DEATH Neuropathology and cause of death in U.S. Naval aircraft	Pagnorance domain p0281 N75 22056 DIFFACTION PROPAGATION Mathematical theories of radio-wave processation. An instruction survey. DIFFUERS High-performance compact wind tunnel design p0114 N76-25222 DIFFUEION Extraction phase equilibria p030 N75-11041 DIFFUEION FLAMES Measurement in turbulent flows with chemical reaction p0149 N75-30374 Some measurements and numerical calculations on p0149 N75-30375 DIGITAL COMPUTERS
in AGARD national distribution centers [AGARD 0.77] DATA PROCESSING EQUIPMENT Technical aspects in the design of multi-channel date collection systems. On-board recording — characteristics and application of flight test date processing enumeric p0078 N74-25942. Tallametry — development and application of telemetry to flight test instrument systems. p0078 N74-25942. Date processing — functional analysis of date processing systems used with flight test instrument systems. p0078 N74-25945. Hand held calculator technology applied to an advanced low cost Omega recover—date processing enumeration.	uniary cortisol secretion in jet pilots p0237 N75-12597 DC 10 AIRCRAFT The application of fracture mechanics in the development of the DC-10 fusiling pressure shall p0193 N74-23428 DE HAVILLAND AIRCRAFT Some OHC-5 Twin Otter approach and funding experience in a STOL system p0003 N78-21238 STOL developments p0003 N78-21238 STOL developments p0021 N77 14988 DEAD RECKONING Integrated Doppler/heading reference/ratio paragraph p0235 N76-32175 DEATH Neuropathology and cause of death in U.S. Naval aircraft societients p0235 N77-17726	resonance domain μ0281 N75 22056 DIFFACATION PROPAGATION Mathematical theories of radio-wave pricegation. An historical survey μ0280 N75-22047 DIFFUSERS High-performance compact wind tunnel design. DIFFUSEON Eutectic phase equilibria μ0130 N75 11041 DIFFUSION FLAMES Measurement in furbulant flows with chemical reaction μ0148 N75 30374 Some measurements and numerical calculations on turbulant diffusion flames μ0149 N75 30375 DIGITAL COMPUTERS Sking of complex structure by the integration of several
in AGARD national distribution centers [AGARD R-77] DATA PROCESSING EQUIPMENT Technical aspects on the design of multi-channel data collection systems p0077 N74-25941 On-board recording —characteristics and application of fight test data processing equipment p0078 N74-25942 Tollemetry — development and application of telemetry to light test instrument systems p0078 N74-25942 Data processing —functional analysis of data processing systems used with flight test instrument systems p0078 N74-25945 Hand held calculator technology applied to an advanced low cost Omega recover—data processing equipment functionprocessors for Omega Navagorous Systems	uniary cortisol secretion in jet pilots p0237 N75-12597 DC 10 AIRCRAFT The application of fracture mechanics in the development of the DC-10 fusiling the pressure shall p0193 N74-23428 DE HAVILLAND AIRCRAFT Some OHC-5 Twin Otter approach and funding separation in STOL devision p0003 N78-21238 STOL devision p0003 N78-21238 DEAD RECKONING Integrated Doppler/heading reference/racko navigation p0082 N76 32175 DEATH Neuropathology and cause of death in U.S. Naval aircraft socialists Fatal helicopter accidents in the United Kingdom p0235 N77-17728 Fatal helicopter accidents in the United Kingdom p0235 N77-17728	resonance domain p0281 N75 22056 DIFFACTION PROPAGATION Mathematical theories of radio-wave processation. An instorical survey. DIFFUERS High-performance compact wind tunnel design p0114 N76-25222 DIFFUEION Eulectic phase equilibria p0130 N75-11041 DIFFUEION p130 N75-11041 DIFFUEION FLAMES Measurement in turbulent flows with chemical reaction p0148 N75-30374 Some insessitements and numerical calculations on turbulent diffusion flames p0149 N75-30375 DIGITAL COMPUTERS Sign of complex structure by the integration of several different optional days in algorithms.
m AGARD national distribution centers [AGARD III.77] DATA PROCESSING EQUIPMENT Technical aspects in the design of multi-channel date collection systems p0077 N74-25941 On-board recording — characteristics and application of flight test date processing accupient p0078 N74-25942 Titlemetry — development and application of telemetry to light test instrument systems p0078 N74-25943 Date processing —functional analysis of date processing systems used with flight test instrument systems p0078 N74-25945 Hand held calculator technology applied to an advanced low cost Omega receiver date processing equipment (interruprocessors) for Omega Navigation System p008 N74-25945 Advancements in Retrieval Technology as Related to	uniary cortisol secretion in jet pilots p0237 N75-12597 DC 10 AIRCRAFT The application of fracture machanics in the development of the DC-10 fusiling a greater policy and cortisol fusiling the policy and the degree of demage policy and cortisol fusiling the policy and tending appearance in a S101 system policy and and tending appearance in a S101 system policy and tending appearance p0003 N75-21238 S101 developments p0021 N77-14986 DEAD RECKONING policy and course of death in U.S. Naval auroraft societates p0235 N77-17726 Fatal helicopter accidents in the United Kingdom p0235 N77-17728 Roentgenographic evaluation in fatal aircraft societates.	resonance domain p0281 N75 22056 DIFFACTION PROPAGATION Mathematical theories of radio-wave processation. An instoncial survey p0280 N75-22047 DIFFUERION p0114 N76-25222 DIFFUEION p0114 N76-25222 DIFFUEION p0114 N76-25222 DIFFUEION FLAMES Massurement in furbulant flows with chemical reaction p0149 N76-30374 Some measurements and numerical calculations on trobutiant diffusion flames p0149 N76-30375 DIGITAL COMPUTERS Signing of complex structure by the integration of several different optimal dasps algorithms. [L-97-38] Basic digital computer concepts
m AGARD national distribution centers [AGARD 0.77] DATA PROCESSING EQUIPMENT Technical aspects in the design of multi-channel date collection systems in the design of multi-channel date collection systems poor 7.74-25941 On-board recording — characteristics and application of flight test date processing enuipment poor 8.74-25942 Talametry — development and application of telemetry to flight test instrument systems poor 8.74-25943 Date processing — functional analysis of date processing systems used with flight test instrument systems poor 8.74-25945 Hand field calculator technology applied to an advanced low cost Omega recover date processing systems functional systems poor 8.74-25945 Owe cost Omega recover date processing systems functional systems. poof 8.776-32170 Advancements in Retrieval Technology as Related to Information Systems.	uneary control secretion in jet pilots p0237 N75-12597 DC 10 AIRCRAFT The application of fracture mechanics in the development of the DC-10 fuellage invalves of the depres of damage policy of the Copies of damage in a STOL system p0003 N75-1238 STOL developments p0003 N75-1238 DEAD RECKONING integrated Doppler/heading reference/rackio navigation p0082 N76-32175 DEATH Neuropathology and cause of death in U.S. Naval aircraft socidents p0035 N77-17728 Fatal helicopter accidents in the United Kingdom p0235 N77-17728 Roentgenographic evaluation in fetal aircraft accidents	resonance domain p0281 N75 22086 DIFFACTION PROPAGATION Mathematical theories of radio-wave prosagation. An historical survey p0280 N75-22047 DIFFUSERS High-performance compact wind tunnel design. DIFFUSEON p0114 N76-25222 DIFFUSION p124 p0114 N76-25222 DIFFUSION FLAMES Measurement in turbulent flows with chemical reaction p0148 N75-30374 Some measurements and numerical calculations on turbulent diffusion flames. DIGITAL COMPUTERS Stang of complex structure by the integration of several diffusion planes p1248 N75-30375 DIGITAL COMPUTERS Stang of complex structure by the integration of several diffusion planes are p0149 N75-30375 DIGITAL COMPUTERS Stang of complex structure by the integration of several diffusion open and complex structure by the integration of several diffusion planes design p0243 N76-18237 Monitoring and control of severals where propulsion
m AGARD national distribution centers [AGARD II-77] DATA PROCESSING EQUIPMENT Technical aspects in the design of multi-channel date collection systems p0077 N74-25941 On-board recording—characteristics and application of fight test date processing adupment p0078 N74-25942 Telemotry—development and application of telemotry to flight test instrument systems p0078 N74-25943 Date processing—functional analysis of data processing systems used with flight test instrument systems p0078 N74-25945 Hend held calculator technology applied to an advanced low cost Omega receiver—data processing equipment (microprocessors) for Omega Navigation System p0062 N76 32170 Advancements in Retneval Technology as Related to Information Systems [AGARD CP 207] p0288 N77 18930	uniary cortisol secretion in jet pilots p0237 N75-12597 DC 10 AIRCRAFT The application of fracture machanics in the development of the DC-10 fusiling a greater policy and cortisol fusiling the policy and the degree of demage policy and cortisol fusiling the policy and tending appearance in a S101 system policy and and tending appearance in a S101 system policy and tending appearance p0003 N75-21238 S101 developments p0021 N77-14986 DEAD RECKONING policy and course of death in U.S. Naval auroraft societates p0235 N77-17726 Fatal helicopter accidents in the United Kingdom p0235 N77-17728 Roentgenographic evaluation in fatal aircraft societates.	resonance domain p0281 N75 22056 DIFFACTION PROPAGATION Mathematical theories of radio-wave processation. An instoncial survey p0280 N75-22047 DIFFUERS High-performance compact wind tunnel design p0114 N76-25222 DIFFUEION Electric phase equilibria p0130 N76 11041 DIFFUEION FLAMES Massurement in turbulant flows with chemical reaction p0149 N76 30376 Some measurements and numerical calculations on turbulant diffusion flames p0149 N76 30376 DIGITAL COMPUTERS Sizing of complex structure by the integration of several different optimal design algorithms [L-9736] Basic digital computer concepts p0243 N76-18237 Monitoring and control of serospace valuets propulsion
m AGARD national distribution centers [AGARD 0.77] DATA PROCESSING EQUIPMENT Technical aspects in the design of multi-channel date collection systems in the design of multi-channel date collection systems poor 7.74-25941 On-board recording — characteristics and application of flight test date processing enuipment poor 8.74-25942 Talametry — development and application of telemetry to flight test instrument systems poor 8.74-25943 Date processing — functional analysis of date processing systems used with flight test instrument systems poor 8.74-25945 Hand field calculator technology applied to an advanced low cost Omega recover date processing systems functional systems poor 8.74-25945 Owe cost Omega recover date processing systems functional systems. poof 8.776-32170 Advancements in Retrieval Technology as Related to Information Systems.	uniary cortisol secretion in jet pilots p0237 N75-12597 DC 10 AIRCRAFT The application of fracture mechanics in the development of the DC-10 fusiling the policy of the degree of demage tolerance of fusiling the treatment and p0193 N74-23428 DE HAVILLAND AIRCRAFT Some OHC-5 Twin Otter approach and funding experience in a STOL developments p0003 N75-21238 STOL developments p0003 N75-21238 DEAD RECKONING Integrated Doppler/heading reference/ratio page N75-32175 DEATH Neuropathology and cause of death in U.S. Naval aircraft accidents p0235 N77-17728 Fatal helicopter accidents in the Linited Kingdom p0235 N77-17728 Roentgenupraphic evaluation in fatal aircraft accidents p0235 N77-17728 DEFEMSE INDUSTRY	resonance domain p0281 N75 22086 DIFFACTION PROPAGATION Mathematical theories of radio-wave prosagation. An historical survey p0280 N75-22047 DIFFUSERS High-performance compact wind tunnel design. DIFFUSEON p0114 N76-25222 DIFFUSION p124 p0114 N76-25222 DIFFUSION FLAMES Measurement in turbulent flows with chemical reaction p0148 N75-30374 Some measurements and numerical calculations on turbulent diffusion flames. DIGITAL COMPUTERS Stang of complex structure by the integration of several diffusion planes p1248 N75-30375 DIGITAL COMPUTERS Stang of complex structure by the integration of several diffusion planes are p0149 N75-30375 DIGITAL COMPUTERS Stang of complex structure by the integration of several diffusion open and complex structure by the integration of several diffusion planes design p0243 N76-18237 Monitoring and control of severals where propulsion

1

, p

The STRADA landing trajectography system p0111 N76-23288 Traffic modelling of nultary communication systems on traffic modelling of nultary communication systems on p0248 N75-16287 Manufacture of low cost P/M setrology turbine disks p0139 N77-15162 Fourth Advanced Operational Aviation Madigine Course AGARD-R-842] p0230 N76-27846 Digital real time simulation of flight p0249 N75-16293 Investigations for manufacturing turbine discs of Ni-base Fourth agreement L [AGARD-R-842] puzau m. Advances in military nockpit diaplays p0231 N76-27856 reputer measurement of complex performance --- on computers p0211 N76-24300 superalloys by powder metallurgy metho p0140 N77-15167 DIGITAL DATA DISPLACEMENT Map chaptays

Digitally generated outside world display of lighting
steam used in conjunction with an aircraft simulator
p0125 N78-29303

Visual presentation of cockpli information including ··· development and application of talemetry instrument systems p0078 N74-25943 Telemetry --- development and to flight test instrument systems DIGITAL FILTERS Improved displacement corrections for bulky models and with ground simulation in subsonic wind fur p0116 N78-25238 (O)TAL FILTERS
Sampling and filtering — data processing techniques for flight test instrument systems — p0077 N74-25939
Definition and simulation of a digital filter and plot device utilizing modern design techniques of filtration control DISPLAY DEVICES New concepts of visualization for alicraft and space special devices used for particular conditions of flying [AGARD-CP-201] p0082 N77-18050 DO104 N74-31441 (QARD-02-201)
The development of aircraft instruments
pO082 N77-18051 Jaring modern design techniques of filtration control
p0104 N74-31444
Sensors and filtering techniques for flight texting the VAK V/STOL aircraft control/display concept for maximum p0108 N74-31455 The impact of opto-electronics upon evionics --- develop Evaluation of cockuit lighting 191 and VFW 614 aircraft vertical takeoff aircraft DOORS N77-18057 Comparative expensional evaluation of two-chmericinal and pseudo-perspective displays for guidance and control p.0063 N.77-18083 p0005 N75-30005 ment and application of electro optical equipment DIGITAL NAVIGATION
Developments in the MADGE landing aid — the interowave aircraft digital guidance equipment system p0014 N75-30976 mphasis on system design p0280 N75-10775
Display devices and their use in evipnics systems --nO280 N78-10778 Ground-referenced visual orientation with Imaging factors affecting selection and performance of electro-cutical sensors p0250 N75-10778 Digital phase processing for low-cost omega receivers poose N76-32 155 The Meastricht data processing and display system. A step in automation of air traffic control (the software structure of the system) p0249 N75-18294 DIGITAL RADAR SYSTEMS A real-time program system for controlling a phased array
po245 N75-16266
Distribution of the tasks in a phased-array radar system Electro-optical systems [AGARD-LS-76] nO212 N78.28778 The application of displays in navigation/attack sys-Distribution of the tasks in a phased-array radar system selwaen general-purpose computers and special processing into po247 N75-16277 Digital radar data processing for entouts all traffic ontrol p.0082 N76-32074 Digital scan converters in anthoms display systems p.0081 N76-17127 A survey of primary radars for air traffic systems p.0084 N76-23197 ADSEL/DAS A selective address secondary surveill-processing the processing systems p.0084 N76-23197 ADSEL/DAS A selective address secondary surveill-processing systems p.0084 N76-23197 ADSEL/DAS A selective address secondary surveill-processing systems. TARCE MEASURING EQUIPMENT
Long distance aids (Omegs, Loran) p0062 N75-32068
Medium distance aids (VHF omniquectional radio beaches)
p0062 N75-32069 between general-purpose computers and special proces IAme Helmet mounted sights and display systems p0212 N75-26782 Distance measuring methods p0082 N78 32070 Opto-electronic systems Perceptual limitations and solary enhancement p0212 N75-28783 Graphic stes revigation with VOR/VOR, and VOR/OME puts display enhancement Total cockpit implications of electro-optical displays p0212 N75-28784 DISTORTION Some agroslastic distortion effects on aircraft and wi p0120 N78 25278 Two world displays Human angineering aspects p0212 N75-26785 tunnel models ance radar ··· digital surveillance radar system Aircraft design implications of opto-electronic systems p0213 N78-26787 The CORAIL survaillance system for sirport runways poose N76-23213 Electrostatic charges and their perturbing affects on radio mmunication pollso N78-16246
Three dimensional disturbances in restricting separated pollso N76-17047 Display techniques for air traffic control systems p0062 N75-32075 A new system architecture for ATC automation HOWE DIURNAL VARIATIONS n0057 N76-23225 Electronic Airborne Displays
[AGARD-CP-167] Pilot landing performance under high workload conditions - considering day and hight proficiencies - p2037 N78-12894 - Long range VHF transequatorial for the European-African DIGITAL SYSTEMS DO078 N76-17107 The digital airplane and optimal aircraft guidance p0103 N74-31431 [AGARD-CP-107]
The impact of modern electronic airborne displays in future aviation p.0078 N76-17108
Trends in technology in sirborne electronic displays p.0078 N78-17109 Application of model control theory to the design of digital Application of model control (relate) to the teach of the specimental investigation into duplex digital control an engine with reheat p0104 N74-31445 path, a review of time delay measurements p0165 N76-20310 Performance requirements for airborne multifunction An experimental investigation of redundant digital computers to flight p0104 N74-31448 Decrease of contrast in the atmosphere Statistical presentation of the results of daytime and night-time measurements p.0207 N76-29886 Performance requirements for appoint multifunction display systems p0078 N76-17110 Comparison of nonventional and advanced aircraft displays p0078 N76-17111 Application or recommendation of the policy displays DO.ST AURCHART Efficient assessment and optimization of display layout Resiliation and my P010B N/s-3-in-, control system p010B N/s-3-in-, Application of digital fly-by-wire to fighter/attack generalt personal policy policy N/s-31480 policy policy policy N/s-31480 policy poli Problems of V/STOL alicraft connected with the propul-sion system as experienced on the Do 31 experimental transport stroraft p0088 N74-20430 by continuous tachistoscopy p0079 N76-17112
Color and brightness requirements for cockpit displays proposal to evaluate their characteristics p0079 N76-17113 DOCUMENT STORAGE Methodology of large dynamic files [AGARD-8-849] Integrated multi-function cockpit displays yatems poors NY6-17113

The use of modern light emitting displays in the high illuminance conditions of sincraft cockpits. p0266 N77-15906 DOCUMENTATION ### Application | Pour III | Pour Glossery of documentation terms Part 1: General illuminance conditions of strensft cockpits p0079 N76-17115
An experimental evaluation of various electronic cockpit displays for sit/ground data link communications p0079 N78-17116 terms
[AQARD-AQ-182-PT-1] p0264 1.74-34424
Dictionery of French terms used in documentation
[AQARD-AQ-180] p0272 N75-18155
User requirements in libraries, documentation and information centers
[DCR area in a application to documentation. A state of the control Digital fluktic component and system desig DO181 N76-21438 DIGITAL TECHNIQUES The use of digital control for complex power plant CRT's for electronic airborne displays в роста N76-1711В management pools centrol of compast power plant management pools 778-23598. The efficient application of digital identification techniques to flight data from a variable stability V/STOL storast Digitally generated outside world display of lighting pattern used in conjunction with an arcraft simulator. Color hand down and head up CRT's for cockpit dis-ays p0080 N76-17119 Solid state flight instrument development pools N78-17120 the art review TAGARD-AG-216) DO266 N77-11907 A survey of mechanization and documentation activities in AGARD national distribution centers
[AGARD.R.77] p0268 X77-72041 Liquid crystal display devices DOOBO N76-17121 Multicolour displays using a liquid crystal colour switch p0080 N78-17122 n0125 N76-29303 DOCUMENTS Digital time series analysis of flutter test data p0200 N76-29658 A golds to the layout of technical publications
[AGARD-AG-17R] p0263 N
OPPLER REPECT Electronically-controlled figure-crystal graticules for use p0263 N74-32399 in optical systems p0080 N78-17123
Recent hardware developments for electronic display systems for US military arcraft p0080 N78-17124
Digital suan conversion techniques p0080 N78-17125 The correction of errors in HF direction finders by travelling tonospheric disturbances p0168 N78-20332 DOPPLER NAVIGATION Imbress Park DIGITAL TRANSDUCERS Transducers — design, development, and application of transducers in flight test instrumentation systems p0077 N74-25937 Polar to cartesian axis-transforming digital scan conver-Lightweight Doppler navigation system --- design analysis and performance prediction 90061 N76-32164 DIMENSIONAL ANALYSIS lers process of the Digital scan converters in airborne display systems p0081 N78-17127 ow many pictures do you have to take to get a g at performance prediction 9000 i levelus in Doppler raders for low-cost, medium accuracy navigation in helianutars p0061 N76-32155 p0207 N78-29861 Economic sean conversion techniques for integrated p0081 N76-17128 in helicopters
Integrated Doppler/heading reference/radio navigation
p0062 N76-32-178 DIMENSIONAL MEASUREMENT Strain yauge measurements on situraft, volume 7
[AGARD-AG-160 VOL-7] p0199 N78-25580 Economic Programme pool recommendation for pool 1 N78-17129 pool 1 N78-17129 pool 1 N78-17129 authorite pool 1 N78-17129 pool Strain gauge measurements on aircraft introdu DOPPLER RADAR Opppler radars for low-cost, medium accuracy navigation in helicopters p0061 N78:32 115 p0189 N78-25681 Integration algorithm in a digital display store for airboing DIODES n0081 N76-17130 DOUBLE BASE ROCKET PROPELLANTS An improved measuring technique for investigations of the near field region of antennas -- using microwave scattering diode p0173 N74-31703 Sumple determination of the mechanical behavior of double base rocket propellante under high loading rates p0145 N77-11195 he data design and system integration aspects of electronic airborne controls and displays p0081 N76-17131 The application of electronic and comb DIPOLE ANTENNAS ground mapping and navigation pDO81 N78-17133
COMED A combined display including a fuel electronic facility and a topographical moving map display to use in total states along a fuel and a specific process. Patterns and polarizations of simultaneously excited planar arrays on a conformal surface — considering multiple arrays of altert dipoles p0169 N74-31689 DRAG MEASUREMENT AG MEASUREMENT
The Influence of model external geometry
p0179 N75-16355 Notes on the radiation patterns of HF surials installed in ficition/attack sireraft p0082 N76-17134 DRUGE ELANOIS A vartical situation display pod82 N76 17136 Absorption, metabolism and excretion of hypnotic rigs p0232 N76-27869 on helicopters --- effects of total modulation p0173 N74-31699 dougs Electron heating in the ionosphere by powerful gyropoli58 N74-31839 ASTROLABE, an integrated navigation and landing aid aystem. On board and ground display of informations Residual effects of hypnotics p0232 N78-27870 DUCTED FLOW

V/STOL deflector duct profile study · · · analysis of back pressure gradient in ducted flow of exhaust passe against ODOR2 N76.17178 The crossed-dipole structure of aircraft in an electromag-stic rigisal environment p0162 M76-10285 multi-role combat aircraft p0082 N76-17137 A programmable raster-based diaplay system for use with haust gabes against p0087 N74 20417 DIRECT LIFT CONTROLS Investigations on direct force control for CCV alrerant during approach and landing p0002 N75-21232 Experiments concerning the flow properties of perforated plates tical securics HOORS N76.17139

Will the future electronic airborns display be stareoscop

contro

air traffic control

method for active participation by pilot in air traffic

The provision and use or infurmation on air traffic contro

Applications of the airborne traffic

p0055 N76-23203

situation display in p0067 N76-23224

Surface dye penetrants --- procedure for nondestruct

Dynanic measurement of avionic antennas - - by ground ider tracks avaluations p0173 N74 31702

nspection of surface cracks

radar tracks evaluations

DYNAMIC CHARACTERISTICS.

pD194 N74-23439

quelficients

DIBKS (SHAPES)

turbine discs

DISCHARGE COEFFICIENT

Influence of jet parameters Nozzle threat and discharge poli79 N76-15358

Nickel superalloy powder production and fabrication to thing discs p0139 N27 15161

	Windblast Protection for the head by means of a labric hood p0218 N75-32722
the mear field region of antennes using microwave scattering diode p0173 N74-31703	On pushing back the frontiers of flail injury
DYNAMIC LOADS	p0218 N75-32724 Experimental evaluation of limb flail initiation and ejection
Application of strain gauges to static and dynamic short and long term inessurements unifer normal conditions	seat stability p0218 N75-32725
pQ199 N70-26686	High speed ejections with SAAB seats p0218 N76-32726
Effects of static moments from rockets or asymmetric loads on aircraft spins p0108 N76 29259	Spinal more after ejection
DYNAMIC MODELS	[AGAHD-AR-72(FRI)] p0228 N76-19799 Physiological limitations to high speed escape
Type I crepplanties in the autoral and equatorial	p0231 N76-27857
electrojets p0157 N74 31826 A review of biomechanical models for the evaluation of	EJECTION SEATS
vibration stress p0215 N75 27704	Escape problems and maneuvres in combet aircraft - conference on aircraft escape systems for helicopters and
An elementary psychophysical model to predict ride	V/STOL pirciaft
comfort in the combined stress of multiple degrees of freedom p0215 N75-27705	[ÁGARD-CP-134] p0043 N74-20758 Tephnical evaluation of the Aerospace Medical Panel
Application of a new criterion for modeling systems	Specialists Meeting on Escape Problems and Manueuvies
of strong stability characteristics p0004 N78-30001 DYNAMIC PROGRAMMING	in Combat Aircish p0043 N74-20787 Bioangineering aspects of spinal injury in the OV-1
Dynamic modeling of aircraft feet tank environments and	(Mohawk) allicraft p0043 N74-20789
vulnerability p0046 N76-14067	Head clearance anvelope for ejection seals during negative G sub x impact acceleration p0043 N74-20760
DYNAMIC RESPONSE Generalized dynamic engine simulation techniques for	An assessment of aerodynamic forces acting on the
the digital computers p0092 N75-23593	orewman during escape p0043 N74-20761 Operational practicality of fly away ejection seats
Dynamic response of aircraft structure p0016 N76-14022	configurations and characteristics of several flyable election
The response of a lifting fan to crossflow-induced spatial	seat concepts p0044 N74-20763
flow distortions p0099 N76-25191 DVNAMIC STRUCTURAL ANALYSIS	Ejection experience from VTOL military airdraft statistical analysis of ejections from Harrier stroraft
The roles of analysis in relation to structural testing	p0044 N74-20764
fighter elicraft design p0072 N78-17098	Clearance of ejection path by the use of explosive cord explosive device for removal of alloraft canopy pror to
-	election p0044 N74-20765
E	Advanced concepts for rotary wing and V/STOL electaft escape systems p0044 N74-20765
EAR PROTECTORS	Helicopter personnel survivability requirements
The effects of ear protectors on some automatic responses	p0044 N74-20787
to aircraft and impulsive noise stress (physiology) p0226 N76-17794	Escape measures for combat helicopter prews p0044 N74-20770
EARLY WARNING SYSTEMS	An arm restraint system for ejection seats in high
AEW rader entennes computerized design for sidelobe	performance stroraft p0218 N75-32723 On pushing back the frontiers of field injury
reduction p0170 N74-31879	pD218 N75-32724
An investigation of aircraft voice communication systems	Experimental evaluation of limb field initiation and ejection seat stability p0218 N75-32725
as sources of insidious long-term acoustic hazards noise intensity in earphones p0226 N76-17798	High speed ejections with SAAB seats
HARTH RESOURCES	p0218 N75-32725 Principles and problems of high speed ejection
Energy resources and utilization p0201 N75-16983 Development and applications of spatial data resources	p0231 N76-27858
in energy related assessment and planning	Air driven ejector units for engine simulation in wind
[PUBL-901] p0267 N77-16941	tunnel models p0116 N76-25239
Environmental information systems p0263 N74-27464	ELASTIC PROPERTIES
#CDNOMIC ANALYSIS	Inelastic behaviour of composites (plastic prediction by limit analysis) pD132 N75-23702
Performance and soonomics of HIP equipment in industrial uses p0139 N77-15158	investigations of the blood vessels elastic expansion, heart
Process and economic considerations for production scale	output, and hearr rhythm, based on the measurement of variations in the thoracic electric impedance
hot isostatio pressing equipment p0139 N77-18189 ECONOMIC FACTORS	p0230 N78-27834
Recent experience from BAC stigraft for NATO	ELASTIC WAVES Outsetion and determination of ill wairs by accounted
p0067 N74-31469 Advanced manufacturing methods and their according	emission p0189 N76-16474
emplications. Some pilot papers on powder metallurgy and	ELECTRIC CONDUCTORS
[pining [AGARD-R-627] p0187 N75-22749	Generation and effects of unditution and radiation noise voltages between the components of a single system
Titanium powder metallurgy p0187 N78-22784	p0163 N76-16288
Economics of corrosion p0137 N76-33335 Advanced fabrication techniques in powder metallurgy	ELECTRIC EQUIPMENT Flight experience with an experimental electrical pitch-
and their economic implications conference proces	rate-command/attitude-hold flight control system
dings [AGARD CP-200] p0138 N77-15152	µD105 N74-31453
Notes on some economic aspects of HIP	Electromagnetic Noise Interference and Compatibility [AGARD-CP-159] p0159 N75-16256
pO139 N77-16160	ELECTRIC FIELD STRENGTH
Economics of corrosion p0137 N76 33336	Antenna response to random electric fields due to thermodynamic density fluctuations in plasmus.
EDDY CURMENTS	
	pQ16Q N78-16267
Eddy current NDI in airline maintenance	ELECTRIC GENERATORS
Eddy current NDI in aiding maintenance p0188 N76-16468 EDUCATION	Electric GENERATORS Electric generation and onboard natworks in modern
Eddy current NDI in antino maintenance p0188 N76-16468 EDUCATION Alterew survival training in the United Kingdom and	ELECTRIC GENERATORS Electric generation and onboard networks in modern amplanea p0075 N77-18038 ELECTRIC POWER SUPPLIES
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Eddy current NDI in arring maintenance EDUCATION Aircraw survival training in the United Kingdom and anothern Norway - for Actic regions pooso N74-33544 EIGENVALUES Futter control by modification of an eigen value point of the point N74-2554 EJECTION Spinial injury after ejection [AGAID AR-72/EH]] p0228 N78-19799 EJECTION NUJURIES	ELECTRIC GENERATORS Electric generation and onboard natworks in modern applanes ELECTRIC POWER SUPPLIES Arcraft power supplies Their performance and limits— p0074 N77-18037 Electric generation and onboard natworks in modern applanes The effect of evious a system characteristics on lighter sizeraft area, cooling, and electrical power subsystems p0078 N77-18048
Eddy current NDI in autino maintenance p0188 N76-16488 EDUCATION Aircraw survival training in the United Kingdom and northern Norwey - for Arctic regions p0080 N74-33544 EIGENVALUES Fullet control by modification of an argen value p0102 N74-25554 EJECTION Spinial Injury after ejection [AQAIRD AR-72IFN] p0228 N76-19799 EJECTION INJURIES Specific bornetical rasses in the escape phase of an	ELECTRIC GENERATORS Electric generation and onboard natworks in modern supplanes ELECTRIC POWER SUPPLIES Amerist gower supplies Their performance and hintrations Electric generation and onboard natworks in modern piozza N77-18038 The effect of avonics system characteristics on higher sincerist size, cooling, and electrical power subsystems p0078 N77-18048 ELECTRIC POWER TRANSMISSION
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Eddy current NDI in autino maintenances p0188 N76-16488 EDUCATION Airclaw survival training in the United Kingdom and northern Norway for Arctic regions p0080 N74-33544 EIGENVALUES Hutter control by modification of an eigen value p0102 N74-25554 EJECTION Spinial Injury after ejection (AOAID AR-72IFR) p0228 N76-19799 EJECTION INJURIES Specific bornedical issues in the escape phase of an combat mashaps during Southeast Asia operations p0043 N74-20758 Bioenginearing aspects of spinial injury in the CV1 (Mohawk) aircraft	ELECTRIC GENERATORS Electric generation and onboard natworks in modern applanes ELECTRIC POWER SUPPLIES Arcraft power supplies Their performance and limitations Electric generation and onboard natworks in modern applanes The affect of avionica system characteristics on lighter aircraft size, cooling, and electrical power subsystems poors ELECTRIC POWER TRANSMISSION Mani-nactic electromagnetic noise from unintentional relations. A summary politics N75-18289 ELECTRICAL PAULTS Fault-tolerance legitures of an aerospace multiprocessor
Eddy current NDI in autino maintenances p0188 N76-16468 EDUCATION Aircraw survival training in the United Kingdom and northern Novey for Arctic regions p0080 N74-33544 EIGENVALUES Futter control by modification of an argen value p0102 N74-25554 EJECTION Spinal injury after ejection (AGARD AR-72IFR) EJECTION INJURIES Specific bomedical issues in the escape phase of an combat mishaps during Southeast Asia operations p0043 N74-20758 Bioengmenting aspects of apinal injury in the OVI (Mohawk) aircraft Spinal injury after ejection (AGARD AR-72) P0022 N75-23150	ELECTRIC GENERATORS Electric generation and onboard natworks in modern applaines ELECTRIC POWER SUPPLIES Amerat power supplies Their performance and limitations Electric generation and onboard natworks in modern ploofs N77-16038 The effect of avionics system characteristics on lighter aircraft size, cooling, and electrical power subsystems p0078 N77-18048 ELECTRIC POWER TRANSMISSION Maninadia electromagnatic noise from unintentional radiators A summary p0159 N78-18228 EleCTRICAL PAULTS Fault-tolerance features of an aerospace multiprocessor p0247 N75-18278
Eddy current NDI in autino maintenance polls N76-16488 EDICATION A Increw survival training in the United Kingdom and northern Norway - for Arctic regions p0050 N74-33544 EGRNALUES Futter control by modification of an aigen value p0102 N74-25554 EJECTION Spinal liquity after ejection [AQAIID AB-72[FR]] p0228 N76-19799 EJECTION INJURIES Specific boundedcal issues in the escape phase of an combat mishaps during Southeast Asia operations p0043 N74-20758 Bioengmenting aspects of apinal impry in the OV 1 (Mohawki aircraft p0043 N74-20758) Spinal inpry after ejection [AQAIID AR-72] Biodynamic Response to Windblast	ELECTRIC GENERATORS Electric generation and onboard natworks in modern supplanes ELECTRIC POWER SUPPLIES Amerist gower supplies Their performance and limitations Electric generation and onboard natworks in modern p0078 N77-18038 The effect of symmas system characteristics on fighter acreat size, cooling, and electrical power subsystems p0078 N77-18048 ELECTRIC POWER TRANSMISSION Manierade electromagnetic noise from unintentional reductors A summary p0189 N76-18289 ELECTRICAL FAULTS Fault-tolerations features of an aerospace multiprocessor p0247 N78 18278 ELECTRICAL IMPEDIANCE investigations of the blood vessels efastic expansion, heart
Eddy current NDI in autino maintenance p0188 N76-16488 EDICATION A forcew survival training in the United Kingdom and northern Norway - for Arctic regions p0050 N74-33544 EGRNALUES Futter control by modification of an aigen value p102 N74-25554 EJECTION Spinal liquity after ejection [AQAID AB-72[FR]] p0228 N76-19799 EJECTION INJURIES Specific boundedcal issues in the escape phase of an combat mishaps during Southeast Axia operations Bioengineering aspects of aprilal injury in the OV 1 (Mohawki aircraft p0043 N74-20758 Spinal injury after ejection [AQAID AR-72] Biodynamic Response to Windblant [AQAID CP-170] p022 N75-33150 Biodynamic Response to Windblant [AQAID CP-170] p021 N75-32718 [AQAID CP-170] p021 N75-32718	ELECTRIC GENERATORS Electric generation and onboard instworks in modern applanes ELECTRIC POWER SUPPLIES Amerist gover supplies. Their performance and hinitiations Electric generation and onboard natworks in modern applanes. The effect of avonics system characteristics on lighter siteraft size, cooling, and electrical power subsystems p0078 N77-15048. ELECTRIC POWER TRANSMISSION Manipade electromagnetic noise from unintending radiators. A summary p0159 N76-15289. ELECTRICAL FAULTS Fault-toloration features of an aerospace multiprocessor p0247 N76 16278. ELECTRICAL IMPEDANCE investigations of the Blood vessels efactic expension, heart output, and heart rhythm based on the measurement of variations in the blood vessels efactic expension, heart output, and heart rhythm based on the measurement of variations in the blood consideration in the blood variations in the blood consideration of the measurement of variations in the blood consideration measurement of variations of the blood consideration measurement of variati
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Eddy current NDI in autino maintenance p0188 N76-16468 EDUCATION Aircraw survival training in the United Kingdom and northern Norway - for Arctic regions p0080 N74-33544 EIGENVALUES Flutter control by modification of an agent value p102 N74-25554 EJECTION Spinial injury after ejection [AGARD AR-72IFR] p0228 N76-19799 EJECTION INJURIES Speach bornedical insues in the escape phase of an combat mishaps during Southeast Asia operations p0043 N74-20758 Broengmaring aspects of apinial injury in the OVI Mohawki aircraft p0043 N74-20758 Spinial injury after ejection p0222 N76-23180 [AGARD AR-72] Brodynamic Response to Windblast [AGARD CP-170] USAF non-combat ejection experience 1988-1973 incidence distribution significance and michiganium of fial injury - related to aurodynamic forces. p0217 N78-32717	ELECTRIC GENERATORS Electric generation and onboard natworks in modern applaines Electric generation and onboard natworks in modern p0075 N77-18038 Electric generation and onboard natworks in modern p0074 N77-18037 Electric generation and onboard natworks in modern amplaines p0078 N77-18038 The effect of evininch system characteristics on fighter sincefit size, cooling, and electrons power subsystems p0078 N77-18048 ELECTRIC POWER TRANSMISSION Manimade electromagnetic noise from unintentional relations. A summary p0159 N78-18289 ELECTRICAL FAULTS Fault-tolerations features of an serospace multiprocessor p0247 N78-18278 ELECTRICAL IMPEDANCE investigations of the blood vessels elastic expension, heart output, and heart skythm based on the measurament of varietions in the thoracce electric impedance p0230 N78-7834 ELECTRICAL MEASUREMENT
Eddy current NDI in autimo maintenances DOLSATION Aircraw survival training in the United Kingdom and nonthern Norway - for Arctic regions p0050 N74-33544 EIGENVALUES Fullet control by modification of an argen value p0102 N74-25554 EJECTION INJURIES Specific bornetical sauss in the escape phase of an combat mishaps during Southeast Asia operations Fullet by Marcation aspects of spinal injury in the Ovi 1 Hothawki aircraft Spinal injury after ejection [AGARD AR-72] Biodynamic Response to Windblast [AGARD CP-170] USAF hon-combat ejection expisitions 1988-1973 incolumns distribution significance and machanism of first injury - related to autoriphismic forces p0217 N75 32717 Suivey on biodynamic response to windblast in ejections	ELECTRIC GENERATORS Electric generation and onboard natworks in modern applanes ELECTRIC POWER SUPPLIES Amerist gower supplies Their performance and binitizations Electric generation and onboard natworks in modern applanes The effect of avonics system characteristics on highler sitirate size, cooling, and electrical power subsystems p0078 N77-18038 ELECTRIC POWER TRANSMISSION Maninards electromagnetic noise from unintentional radiators. A summary ELECTRIC POWER TRANSMISSION ELECTRICAL FAULTS Fault coloration features of an aerospace multiprocessor p0247 N78 16278 ELECTRICAL IMPEDANCE investigations of the blood vessels electric supersion, heart output, and heart shythm based on the measurement of varietions in the thoragic electric impedance. ELECTRICAL MEASUREMENT The measurement of the resistance charges of strain.
Eddy current NDI in autino maintenance p0188 N76-16468 EDUCATION Aircraw survival training in the United Kingdom and northern Norway - for Arctic regions p0080 N74-33544 EIGENVALUES Flutter control by modification of an agent value p102 N74-25554 EJECTION Spinial injury after ejection [AGARD AR-72IFR] p0228 N76-19799 EJECTION INJURIES Speach bornedical insues in the escape phase of an combat mishaps during Southeast Asia operations p0043 N74-20758 Broengmaring aspects of apinial injury in the OVI Mohawki aircraft p0043 N74-20758 Spinial injury after ejection p0222 N76-23180 [AGARD AR-72] Brodynamic Response to Windblast [AGARD CP-170] USAF non-combat ejection experience 1988-1973 incidence distribution significance and michiganium of fial injury - related to aurodynamic forces. p0217 N78-32717	ELECTRIC GENERATORS Electric generation and onboard natworks in modern applanes ELECTRIC POWER SUPPLIES Amerist gower supplies Their performance and binitizations DO74 N77-18037 Electric generation and onboard natworks in modern applanes The effect of avionics system characteristics on highler sitirafs are, cooling, and electrical power subsystems p0078 N77-18038 ELECTRIC POWER TRANSMISSION Manipusties electromagnetic noise from unintentional reductors. A summary ELECTRICAL FAULTS Fault coloration features of an aerospace multiprocessor p0247 N78-18248 ELECTRICAL IMPEDANCE investigations of the blood vessels electric supplies output, and heart shythm based on the measurement of varietions in the thoragic electric impedance. ELECTRICAL MEASUREMENT The measurement of the resistance changes of strain gauges ELECTRICAL PROPERTIES
Eddy current NDI in autino maintenance p0188 N76-16468 EDUCATION Aircraw survival training in the United Kingdom and northern Norway - for Arctic regions p0080 N74-33544 EIGENVALUES Flutter control by modification of an argent value p0102 N74-25554 EJECTION Spinial injury after ejection [AGARD AR-72/ERH] p0228 N76-19799 EJECTION INJURIES Speach bornedical insues in the escape phase of an combat mishaps during Southeast Asia paperations p0043 N74-20758 Brosngmaring aspects of aprinal injury in the OVI Mohawki aircraft p0043 N74-20758 Spinial injury after ejection p0043 N74-20758 Brodynamic Response to Windblast [AGARD CP-170] USAF non-combat ejection experience 1988-1973 incidence distribution significance and michiganium of flat oliumy - related to aurichymmic forces p0217 N75-32718 Survey on biodynamic response to windblast in ejections Patrogenitic mechanican, analysis and prevantion of injuries Accident statistics relevant to windblast	ELECTRIC GENERATORS Electric generation and onboard natworks in modern suplaines ELECTRIC POWER SUPPLIES Arricalt power supplies Their performance and limitations Electric generation and onboard natworks in modern applanes The effect of avionics system characteristics on fighter aircraft airs, cooling, and electrical power subsystems pho75 N77-15048 ELECTRIC POWER TRANSMISSION Manimatis electromagnatic noise from unintentional radiators. A summary pho159 N77-15048 ELECTRICAL PAULTS Felit tolerance features of an aerospace multiprocessor pho247 N78-16278 ELECTRICAL IMPROANCE Investigations of the blood vessels electric expension, have output, and heart objether based on the measurement of varietions in the thoracic electric impedance. PO240 N78-178-348 ELECTRICAL MEASUREMENT The insasurement of the resistance challeges of strain gauges ELECTRICAL PROPERTIES. Avionic raddoms materials allectrical, mechanical, and
Eddy current NDI in autino maintenance polls N76-16488 EDUCATION Aircraw survival training in the United Kingdom and northern Norway - for Arctic regions p0050 N74-33544 EIGENVALUES Flutter control by modification of an argent value p0102 N74-25554 EJECTION Spirial injury after ejection [AGARD AR-72IFR] EJECTION INJURIES Speach borneadical insues in the escape plans of an combat mishaps during Southeast Asia operations p0043 N74-20758 Broengmaring aspects of aprinal injury in the OVI Mohawki aircraft Spirial injury after ejection p0222 N75-23150 EAGARD CP-170] USAF non-combat ejection experience 1988-1973 incidence distribution significance and michaginam of flat object of the policy on biodynamic response to windiblast in ejections Patrogenitic mechanics in p0217 N75-32718 Survey on biodynamic response to windiblast in ejections patrogenitic mechanism, analysis and prevancion of injuries Accident statistics relevant to windiblast p0217 N75-32718 Patro-physiological effects of wind blast from conven-	ELECTRIC GENERATORS Electric generation and onboard natworks in modern suplaines ELECTRIC POWER SUPPLIES Arrivat gover supplies. Their performance and limitations Electric generation and onboard natworks in modern applanes. The effect of avionics system characteristics on fighter aircraft airs, cooling, and electrical power subsystems. pho75 N77-15048 ELECTRIC POWER TRANSMISSION Manimatic electromagnetic more from unintentional radiators. A summary pho159 N78-15259 ELECTRICAL PAULTS Felittoristant registers of an aerospace multiprocessor pho247 N78-15278 ELECTRICAL IMPEDANCE investigations of the blood vessels electric expansion, head output, and heart objether based on the measurement of varietions in the thoracic electric impedance. pho240 N78-25834 ELECTRICAL MEASUREMENT The insasurement of the resistance changes of strain gauges ELECTRICAL PROPERTIES Avionic radioms materials allectrical, mechanical, and thermal properties [AQARO-AR-75] po131 N75-13034
Eddy current NDI in autino maintenances BDICATION Airclaw survival training in the United Kingdom and northern Norway for Arctic regions p0080 N74-33544 BIGENVALUES Futter control by modification of an aigen value Futter to provide the policy NA-26564 BJECTION Spinal Injury after ejection (AOARD AR-72IFRI) BUSCHION INJURIES Spinal managementing aspects of spinal injury in the OVI (Mohawk) aircraft Spinal injury after ejection (AOARD AR-72) Biodynamic Response to Windiblast (AOARD CP-170) USAF non-combat ajection expiritioned 1988-1973 modernes distribution significance und machanism of flat olicy - related to autodynamic forces p0217 N78-32718 Survey on biodynamic response to windiblast in ejectione Pattingsnotic machanism, analysis and prevention of operas Accidant statistics relevant to windiblast p0217 N78-32718 Pattio-physiological effects of wind blast from conven- tional and michael asplosions p0217 N78-32718	ELECTRIC GENERATORS Electric generation and onboard natworks in modern applaines Electric generation and onboard natworks in modern p0075 N77-16038 Electric generation and onboard natworks in modern p0074 N77-16038 Electric generation and onboard natworks in modern amplaines p0074 N77-16038 The effect of avionics system characteristics on fighter size affect of avionics asystems p0078 N77-16038 The effect of avionics asystems characteristics on fighter size affect of avionics and sectional power subsystems p0078 N77-16048 ELECTRIC POWER TRANSMISSION Manimids electromagnetic noise from unintentional reductors. A summary p0159 N78-16289 ELECTRICAL FAULTS Fault-tolerations features of an aerospace multiprocessor p0247 N78-16278 ELECTRICAL IMPEDANCE investigations of the blood vessels electric expension, heart output, and heart shythm based on the measurement of varietions in the thoracce electric impedance p0230 N78-27834 ELECTRICAL MEASUREMENT The measurement of the resistance charges of strain gauges ELECTRICAL PROPERTIES Avionic radioms insteads allectrical, mechanical, and thermal properties Aloano-AR-751 p0131 N75-13034
Eddy current NDI in autino maintenance p0188 N76-16488 EDUCATION Aircraw survival training in the United Kingdom and northern Noveway - for Arctic regions p0080 N74-33544 EIGENVALUES Flutter control by modification of an argent value p0102 N74-25554 EJECTION Spirial injury after ejection [AGAHD AR-72(FB)] EJECTION NULURIES Specific biomedical issues in the secipe phase of an ecombat minhaps during Southeast Asse operation p0043 N74-20758 Bloodynamic Response to Windblast Spirial injury after ejection p0043 N74-20758 Spirial injury after ejection p0043 N74-20759 Spirial injury after ejection p0043 N74-20759 Bloodynamic Response to Windblast AGARD CP-170] USAF non-combat ejection experience 1968-197 Incollined distribution significance and machanism of flat injury - related to autodynamic forces p0217 N75-32718 Survey on biodynamic response to windblast in ejection operating ender the mediations. Early was and prevention of injuries. Accident statistics relevant to windblast in p0217 N75-32718 Patito-physiological effects of wind blast from convention.	ELECTRIC GENERATORS Electric generation and onboard natworks in modern applares Electric generation and onboard natworks in modern applares Aricraft power supplies. Their performance and limitations Electric generation and onboard natworks in modern applares. The effect of avionics system characteristics on fighter aircraft airs, cooling, and electrical power subsystems. p0078-N77-18048 ELECTRIC POWER TRANSMISSION Man-inside electromagnatic noise from unintentional radiators. A summary p0189-N78-18248 ELECTRICAL PAULTS Fentitional electromagnatic noise from unintentional radiators. A summary p0189-N78-18259 ELECTRICAL IMPEDANCE investigations of the Blood vessels eleastic expansion, heart output, and heart drylam based on the measurement of varietions in the thoracic electric impedance. p0247-N78-18248 ELECTRICAL IMPEDANCE investigations of the thoracic electric impedance. p0240-N78-27834 ELECTRICAL PROPERTIES Avionic radioms implement of the resistance challegs of strain gauges ELECTRICAL PROPERTIES Avionic radioms implement all electroids mechanical, and thermal properties [AQARAD-AR-76] PO131-N78-13034 ELECTRICAL RESISTANCE The measurement of the teasurance changes of strain

	ELECTROMAGNETIC COMPATIBILITY
Windblast Protection for the head by means of a labric hood p0218 N75-32722	ELECTRO-OPTICS Opto-electronics application of electro-optical equip-
On gushing back the frontiers of flail injury	ment for avionic systems
pD218 N75-32724 Experimental evaluation of limb flail initiation and ejection	[AGARD-L5-71] p0280 N76-10774 The impact of optin-electronics upon avionics develop
seat stability p0218 N76-32725 High speed ejections with SAAB seats	ment and application of electro-optical equipment with
p0218 N76-32728	Leant sources characteristics of various laser systems
Spinal injury after ejection [AGAHD-AR-72(FR)] p0228 N76-19799	and methods for controlling laser outputs pO260 N75-10776
Physiological limitations to high speed escape p0231 N76-27857	infrared and visible radiation detectors for imaging and
EJECTION SEATS Escape problems and maneuvres in combat pircraft	non-imaging applications p0260 N75-10777 Display devices and their use in avionics systems
conference on aircraft escape systems for helicopters and	factors affecting selection and performance of electro- optics sensors p0280 N75 10778
V/STOL piroraft [AGARD-CP-134] p0043 N74-20788	Optical wavequide data transmission for avionics
Technical evaluation of the Aerospace Medical Panel Specialists Meeting on Escape Problems and Mandeuvies	analysis of materials, structures, circuits, and waveguide/ terminal interface pO260 N75-10779
in Combat Airciati p0043 N74-20787	Head-up display optics · · · application to weapon siming systems in military slicraft p0260 N76-10780
Bloengineering aspects of spinal injury in the OV-1 (Mohawki) strotaft p0043 N74-20759	Optics for passive viswing devices characteristics and
Head clearance envelope for ejection seats during negative G sub x impact acceleration p0043 N74-20760	applications of infrared detectors for image intensification p0260 N76-10781
An assessment of serodynamic forces acting on the crewman during escape p0043 N74-20761	Principle and realization of seronautical laser systems
Operational practicality of fly away ejection seats	on the activities and applications of laser systems for military purposes p0260 N75-10752
configurations and characteristics of several flyable ejection seat concepts p0044 N74-20753	Low light television systems construction, operation, and application of various television systems
Ejection experience from VTOL military sindraft	nO260 N76-10783
p0044 N74-20764	Passive infrared systems effects of atmosphere on imaging techniques and sensor design p0261 N78-10784
Clearance of ejection path by the use of explosive cord explosive device for removal of aircraft canopy prior to	Electro-optical systems [AGARD-L8-76] pO212 N76-26778
ejection p0044 N74-20765 Advanced concepts for rotary wing and V/STOL aircraft	Laker and low light level television systems p0212 N75-26779
escape systems p0044 N74-20766 Helicopter personnel survivability requirements	Forward looking Infrared systems p0212 N75-26781
p0044 N74-20787	Helmet mounted sights and display systems p0212 N75-26762
Escape measures for combat helicopter usews p0044 N74-20770	Opto-electronic systems Perceptual limitations and display enhancement p0212 N75-26763
An arm restraint system for ejection seats in high performance shoraft p0218 N75-32723	Total cockpit implications of electro-optical displays p0212 N75-26784
On pushing back the frontiers of fail injury p0218 N75-32724	Two world displays Human angineering aspects
Experimental avaigation of limb fail initiation and ejection	Optical filter applications — for data transmission
sest stability p0218 N75-32725 High speed ejections with SAAB sests	p0213 N75-26766 Alicraft design implications of opin-electronic systems
pD218 N76-32728 Punculas and problems of bigh speed election	p0213 N75-26767 A programmable rester-based display system for use with
p0231 N76-27858	electro-optical sensors p0062 N76-17139
Air driven ejector units for engine simulation in wind	Electrocardiographic aspects of exercise testing
tunnel models pD116 N76-25239 ELASTIC PROPERTIES	p0222 N75-28736 Changes in clinical cardiologic measurements associated
Inelastic behaviour of composites (plastic prediction by limit analysis) pD132 N75-23702	with high + G sub + stress pO220 N77-11846 ELECTROCHEMICAL CORROSION
investigations of the blood vessels elastic expansion, heart output, and heart rhythm, based on the measurament of	Detection and measurement of corrosion by NDI
variations in the thoracic electric impedance	corrosion of aircraft structures p0.190 N76-16482 Electrochemical corrosion in aluminum siloys
p0230 N76-27834	pO136 N76-17228
Owtestion and determination of il w size by accustic smission p0189 N76-16474	Production of titanium powder by the rotating electrode process p0136 N77-15155
ELECTRIC CONDUCTORS	ELECTROENCEPHALOGRAPHY
Generation and effects of uniduction and radiation noise voltages between the components of a single system	Some fast analytical techniques for the EEG using probability distribution function and hybrid computers
p0163 N76-16288	p0211 N75-24305 A study of behavious during a trial of vigilance in
Flight experience with an experimental electrical pitch-	A study of behaviour during a trial of vigilance in non-piloting parsonnel p0239 N76-25785 Experience with electroencephalography in applicants for
rate-command/attitude-hold flight control system μ0105 N74-31453	flying training 1971 and 1972 p0229 N76-27930
Electromagnetic Noise Interference and Compatibility [AGARD-CP-159] p0159 N76-16256	Stress response and stress tolerance in fighter pilots during 6 G manoauvers p0221 N77-11663
ELECTRIC FIELD STRENGTH	Electrolytes
Antenna response to random electric fields due to thermodynamic density fluctuations in plannas.	electrolites of strolene craw nG228 N76-19795
p0160 N76-16267 ELECTRIC GENERATORS	ELECTROMAGNETIC ABSORPTION Theory of double resonance parametric excitation in the
Electric generation and onboard natworks in modern	ionosphere · · · by electrostatic waves p0155 N74-31823 ELECTROMAGNETIC COMPATIBILITY
sirplanes p0075 N77-16038 ELECTRIC POWER SUPPLIES	Electromagnetic Noise Interference and Compatibility [AGARD-CP-189] p0159 N76-18236
Arcreft power supplies Their performance and limita- tions p0074 N77-18037	DOD electromagnetic compatibility program. An
Electric generation and onboard natworks in modern	General EMC specification or systems oriented EMC
airplanes p0076 N77-16038 The effect of evicinics system characteristics on fighter	apadifications pO160 N76-16270 A status report of the IEEE/ECAC electromagnetic
aircraft size, cooling, and electrical power subsystems p0078 N77-18048	comparibility figure of marit committee p0161 N76-16272
ELECTRIC POWER TRANSMISSION	Electromsonetic compatibility in military sirciaft
Man-made electromagnetic noise from unintentional radiators. A summary p0159 N75-16289	pO161 N76-18273 Electromagnetic compatibility control plans
ELECTRICAL FAULTS	p0161 N76 15274 A case for an evaluation and advisory service

A case for an evaluation and advising service p0.161.N76.18274
Application of programmable calculators to EMC singlysis p0.161.N76.18276
Computer generation of ambiguity surface for radarwaveform synthesis: p0.162.N76-18280
Antenna-Lo-antenna EMC analysis of complex authorise communication systems. p0.162.N76-18281
Analysis of the noise and its influence por communication systems. p0.162.N76-18282.

systems policy N76 18282 policy N76 18282 policy N76 18283 policy necessary of communications receives for disturbing analysis policy N76 18283 policy necessary necessary necessary policy N76 18287 possible solutions policy N76 18287 possible solutions policy N76 18287 possible solutions of electromagnetic compatibility due to non-linear stemarits and unmished a random contacting in the proximity of the anierina of high-power RF transmitters policy N76 18289

Missile intersystem EMC testing p0163 N78-16291 Automatic testing of avianics systems for electromagnetic	Remote probing techniques for inhomogeneous media p0262 N75-22064	The propagation of radio waves through periodically
compatibility p0163 N76-16294 A straight forward computer routine for system cable	Radiometric signatures of complex bodies p0252 N75-22066	varying media p0252 N78-22063 ELECTRON DISTRIBUTION
EMI analysia p0164 N78-16296 A universal electromagnatic compatibility (EMC) analyzar	Surface impedance of radio groundwaves over stratified	Modified election distribution function during parametric instabilities · · · electron heating by electrostatic waves
utilizing basic circuit modules p0184 N75-18297	Spatial and temporal electrical properties derived from	p0188 N74-31821
Use of automated systems by the electromagnetic environmental test facility in electromagnetic compatibility	LF pulse ground wave propagation measurements p0254 N75-22076	ELECTRON MIGROSCOPES Possible utilization of electron scan microscope for the
BINDINGS POINT NOTE: 23298 BLECTROMAGNETIC FIELDS	Properties of electromagnatic radiation	study of composite materials with organic matrix policy N75 23708
Remote probing techniques for inhomogeneous media	p0160 N76-11307	The possibilities of using a scanning electron microscope
p0262 N76-22064 Analysis of ground wave propagation over regular.	Electromagnatic radiation effects on the eye p0218 N76 11697	for the study of composite materials having an organic matrix
Inhomogeneous terrain p0253 N75-22070 Antenna and conducting screen on a lossy ground	Generation and effects of confluction and radiation noise sultages between the components of a single system	[RAE LIB-TRANS-1874] p0184 N70-21492 ELECTRON SCATTERING
p0283 N75-22073	ρ0163 N76-16288	Modification effects in the ionospheric 0-region
Influence of topography and atmospheric refraction in UHF ground-air communications p0254 N75-22080	ELECTROMAGNETIC SCATTERING Modeling of rough surfaces · · · numerical analysis of	pQ159 N74-31842
Radiation hazards [AGARD-LS-78] p0218 N76-11893	electromagnatio radiation properties p0250 N75-22048	Engine control for harpoon missile system p0080 N75-23580
Biophysics - energy absorption and distribution	A third-order specular-point theory for rader bankscat- ter p0250 N76-22050	A new lightweight fuel control system for electrical inputs
p0216 N76-11896 Engineering considerations and measurements	On volume-dependent depolarization of EM backscatter from rough surfaces p0280 N75-22051	considering us turbine engines p0092 N78-23899 ELECTRONIC EQUIPMENT
electromagnetic field measurement in environment and tissues after radiation exposure p0219 N76-11701	Scattering from a sinusoidal ocean surface excited by a	Electromagnetic Noise Interference and Compatibility [AGARD-CP-159] p0159 N76-16256
Non ionising electromagnetic fields. Environmental	long, horizontal, electric line source p0250 N75-22082 Propagation through inhomogeneous and stochastic	A case for an evaluation and advisory service p0161 N76-16278
factors in relation to military personnelp0233 N77-18732 ELECTROMAGNETIC INTERACTIONS	madia p0251 N75-22053	CRT's for electronic airborne displays
Electromagnetic wave propagation involving irregular surfaces and inhomogeneous madia	Structure of tropospheric inhomogeneities as deduced from interferometric measurements p0252 N75-22085	p0079 N76-17118 Design of electronic circuits and component selection
[AGARD-CP-144] p0280 N76-22048	Propagation over passive and active nonuniform surface	for high reliability p0191 N76-24610 Reliability testing of electronic parts p0191 N76-24613
ELECTROMAGNETIC INTERFERENCE Electromagnetic interference of cerdiac pacemakers	Remote probing of atmospheric particulates from	Best concept for ancraft electronic equipment
p0219 N75-11702 Definitions and fundamentals of electromagnetic noise,	radiation extinction experiments. A review of methods p0204 N76-29826	p0074 N77-16036 The cooling of eviction equipment on board commercial
interference, and compatibility p0169 N76-16267	An overview of the limitations on the transmission of	amplenes p0078 N77-18044
Land, see and atmospheric thermal noise p0159 N76-16261	high energy laser beams through the atmosphere by nonlinear effects p0205 N75-28844	Cooling of electronic equipment in relation to component temperature limitations and reliability p00/78 N77-18047
Radar Interference reduction techniques p0161 N76-16277	ELECTROMAGNETIC BURFACE WAVES	A status report of the IEEE/ECAC electromagnetic
Comparative analysis of microwave landing systems with	Electromagnetic wave propagation involving irregular surfaces and inhomogeneous media	compatibility figure of marit committee p0161 N76-18272
regard to their sensitivity to constant interference p0162 N76-16284	[AGARD-CF-144] p0250 N75-22045 Technical review of EM wave propagation involving	Reliability testing of electronic parts p0191 N76-24613
Improved design of interference suppressors and measur- ement of attenuation pharacteristics p0163 N76-16290	Irregular surfaces and inhomogeneous media p0250 N75-22046	A universal electromagnetic compatibility (EMC) analyzar
On the evaluation of man-made electromagnetic noise	Mathematical theories of radio-wave propagation. An	utilizing basic circuit modules p0184 N76-18287 ELECTRONIC PACKAGING
interfering with communications in the E. L. F. range p0163 N76-16293	historical survey p0250 N75-22047 Modeling of rough surfaces numerical analysis of	Custom design for Large Scale Integration (LSI)
ELECTROMAGNETIC MEASUREMENT An improved measuring technique for investigations of	electromagnatic radiation properties p0250 N78-22048 ELECTROMAGNETIC WAVE TRANSMISSION	[AGARO-LS 75] p0174 N75-25047 High performance bipolar technology for LSI
the near field region of antennes using microwave scattering diode 90173 N74-31703	Nonlinear effects in electromagnetic wave propagation	p0174 N75-25048 Film hybrid circuits for LSI p0174 N75-25050
Structure of tropospheric inhomogenatiles as deduced	··· conference on radio frequency scattering during sonosp- herio propagation	ELECTRONIC TRANSDUCERS
from interferometric measurements p0252 N75-22066 The behaviour of Loran-C ground waves in mountainous	[AGARD-CP-138] µ0185 N74-31812 Introductory survey Potential applications of inosopheric	Transducers · · · design. development, and application of transducers in flight test instrumentation systems
terrain p0254 N75-22075 Spatial and temporal electrical properties derived from	modification to seronomy p0155 N74 31813	poo77 N74-28937
LF pulse ground wave propagation measurements	Technical review of EM wave propagation involving irregular surfaces and inhomogeneous media	Electrostatic charges and their perturbing effects on radio
p0254 N75-22076 Service area prediction in the VHF and UHF bands	p0280 N78-22046 Mathematical theories of redio-wave propagation. An	communication p0160 N76-18264 ELECTROSTATIC GYROSCOPES
p0254 N75-22077 A universal electromagnetic competibility (EMC) analyzar	historical survey p0250 N75-22047	Developmental micron laboratory test results ··· using strapdown mertial guidance and electrostatic gyroscopes
utilizing basic circuit modules p0184 N76-16297	Modeling of rough surfaces numerical analysis of sleptromagnetic radiation properties p0250 N75-22048	p0014 N78-30078
ELECTROMAGNETIC NOISE Definitions and fundamentals of electromagnetic noise,	New justification for physical optics and the aperture-field method analysis of electromagnatic wave transmission	Roll plane analysis of on-aircraft antennes ··· com-
interference, and compatibility p0159 N76-16257 Atmospheric discharges and noise (and communications	p0250 N75-22049	puterized simulation of radiation patterns for selection and positioning of entennes p0173 N74-31706
systems interference reduction) p0189 N76-18259	Scattering from a sinusoidal ocean surface excited by a long, horizontal, electric line source p0280 N75-22082	Fessibility study of a HF antenna with elliptical polariza- tion used for telegraphic transmission with very high
Man-made electromagnetic noise from unintentional radiators: A summary p0169 N76-16259	Volume scattering from ice and water in inhomogeneous terrain effects of surface properties on electromagnetic	speed p0167 N76-20325
longspheric and tropospheric scintillation as a form of hoise p0160 N76-16262	waves p0252 N75-22062	In-Right escape system for heavy helicopters
Polarized noise in the atmosphere due to rain p0160 N76-16265	Review of ground wave propagation over non-uniform surface p0253 175-22057	p0045 N74-20772 The physiology of cold weather survival
Depotarization and noise properties of wet antenna	Propagation over passive and active nonuniform surface impedance planes p0253 N75-22089	[AGARD-R-820] p0049 N74-33534
rationies p0160 N76-16266 The influence of frequency and receiver aperture on the	Antenna impedance of a ground-based emitter in the very low frequency domain p0253 N75-22072	Snow avalanches p0050 N74-33845 Fourth Advanced Operational Aviation Medicine Course
scintillation noise power p0180 N76-15288 Electromagnetic noise specifications p0181 N76-16271	The behaviour of Loran-C ground waves in mountainous	[AGARD R-642] p0230 N75-27846 The immersion victim p0230 N75-27848
Generation and effects of conduction and radiation noise	Service stee pradiction in the VHF and UHF bands	ENDOCRINE SECRETIONS
voltages between the components of a single system p0163 N76-16288	p0254 N75-22077 Prediction and calculation of transmission loss in different	Endocrine-metabolic Indices of aircraw workload An analysis across studies p0237 N75-12596
Dasign of a communications test (Tempest) receiver for maximum broadband dynamic range p0164 N76-18295	types of terrain p0284 N75-22076	Endocrine and central nervous system effects of mi-
ELECTROMAGNETIC NOISE MEASUREMENT	AGARD bulletin Technical program 1876 panels on aerospace medicine, avionics, and electromagnetic wave	erowave exposure p0219 N78-11698 ENERGY ASSORPTION
Measurement of Interwiring coupled noise p0163 N76-16292	transmission [AD-A010370] p0272 N76-18038	Determination of eafe exposure levels. Energy correlates
ELECTROMAGNETIC PROPERTIES Modeling of rough surfaces numerical analysis of	Propagation of focused laser beams in the turbulent	of coular damage p0150 N76-11312 ENERGY CONSERVATION
electromagnetic radiation properties p0280 N75-22048	The AGARD history, 1982 1975	Space life support technology for a modular integrated utility system p0216 N75-29723
New justification for physical optics and the sperture-field method — analysis of electromagnatic wave transmission	[ISBN-92-035-1206-5] p0021 N77-16984 ELECTROMAGNETISM	ENERGY DISTRIBUTION
p0250 N75-22049 ELECTROMAGNETIC PULSES	Standardization of the principal electromagnetic sym- hols	Radiation characteristics of thinned array entennes statistical phase distribution effect p0173 N74-31700
On EMP safety hazards p0219 N75-11703	[AGAHO-R-676-REV-1] p0166 N74-20869	ENERGY POLICY The 1974 AGARD Annual Meeting. The energy problem
The crossed-dipole structure of strotalt in an electromag- netic pulse environment p0162 N76-16285	Production of high purity matal powder by electron beam	Impauts on military research and development
ELECTROMAGNETIC RADIATION	technique p0138 N77-18186 ELECTNON BEAMS	p0201 N78 16977 ENERGY REQUIREMENTS
Electromagnetic wave propagation involving irragular surfaces and inhomogeneous madia	Applications of non-intrusive instrumentation in fluid flow	Energy problems in a global context p0201 N75-16978
[AGARD-CP-144] p0250 N75-22045 Propagation through inhomogeneous and stochastic	research including Reman spectrs, Laser Doppler Valocimeters, and electron beams, conference procee-	Energy resources and utilization p0201 N75-16983 ENERGY SOURCES
media p0281 N75-22083	dings [AGARO-CP-193] p0151 N77-11221	The 1974 AGARO Annual Meeting. The energy problem Impacts on military research and development.
Propagation is ducts and waveguides possessing irregular features. Full wave solutions. p0251 N75-22054	The electron beam fluorescence technique applied to hypersonic turbulant flows p0163 N77-11236	p0201 N75-16977
Asymptotic techniques for propagation and scattering in	Characterization of noise sources in hot jets by the crossed	Energy problems in a global contextp0201 N75-1697i Energy-related research and development in the Uniter
Propagation in curved multimode cladded libras	beam technique p0183 N77-11238 ELECTRON SOMBARDMENT	Btates All Force p0201 N76-16976
derivation of coupling coefficients for propagation modes	Production of powders from ptenium alloys by vacuum fusion centrifugation p0138 N77-15154	Alternative fuels for eviation p0201 N75 16980 Energy resources and utilization p0201 N75-1698:
in optical filters p0251 N75 22058		- and introducts and quitation boto i 1410, 1020.

ENERGY TECHNOLOGY	Study of a preventive maintenance system as classified	ENVIRONMENTS
Energy problems in a global contextp0201 N75-18978	by diagnostic and pronostic breakdowns. Application to	Use of strain gauges under extreme environmental
Energy-related research and development in the United	Marboine 2F motors p0095 N78-31092	conditions p0200 N76-25588
States Air Force p0201 N75-16979	Some experience in angine-troubleshooting with inflight-	EPIDEMIOLOGY
Alternative fuels for aviation p0201 N75-16980	deta, recorded in the F-104G with the leade-200 p0095 N75-31093	Asromedical implications of flacent Experience with
Energy resources and utilization p0201 N75-16983	Definition of engine debris and some proposals for	Communicable Disease [AGARD-CP-168] p0223 N76-14758
ENGINE ANALYZERU	raducing potential damage to aircraft structure	Epidemiologic risk fectors of (lush-recycle tollets in
An advanced diagnostic engine monitoling system	μO198 N76-19478	alrorati p0223 N76-14759
approach using digital computers p0095 N75-31097 Experience with F-104G FDRS evaluation with respect	Structural effects of singine burst non containment	importation, diagnosis and treatment of smallpox, choices
to engine diagnostics p0095 N75-31099	p0198 N76-19480 Studies of engine rotor fragment impact on protective	and leprosy p0223 N76-14762
Turbojet engine gas path analysis. A review	structure p0198 N76-19481	An epidemic of chikungunya in the Philippine Islands
p0095 N75-31100	ENGINE INLETS	Possible role of aircraft dissemination p0224 N76-14768
An engine enelyzer program for helicopter turboshaft	Sources of distortion and compatibility	Air traffic and the problem of importation of diseases from the tropics p0225 N76-14773
pawerplants p0096 N75-31101	podes N75-12956 ENGINE MONITORING INSTRUMENTS	Epidemiological studies of subclinical diabetes mellitus
Parameter selection for multiple fault diagnostics of usa turbine engines p0096 N75-31103	Monitoring and control of aerospace vehicle propulsion	p0228 N76-27823
KSSU AIDS engine analysis p0096 N75-31104	p0243 N76-18243	EQUATORIAL ELECTROJET
Engine condition problems in supersonic flight	Diagnostics and Engine Condition Monitoring	Type 1 irregularities in the autoral and equatorial
including airful deterioration p0096 N75-31105	[AGARD CP-185] p0094 N75-31083 Diagnostics and engine condition monitoring	electrojete p0157 N74-31826
Engine health monitoring in a civil Birline	p0084 N78-31084	Nonlinear theory of instabilities in the equatorial elect- rolet pO157 N74-31827
p0096 N7B-31108	Problems in fault diagnostics and prognestics for engine	rojet p0187 N74-31827 EQUILIBRIUM METHODS
ENGINE CONTROL	condition monitoring p0094 N78-31D85	Equilibrium performance analysis of gas turbine engines
Distortion induced ungine instability [AGARD-LS-72] p0089 N75-12954	Diagnosis of the functional state of a motor by modeliza- tion · · · turbina angines p0094 N75-31088	using influence coefficient techniques p0061 N78-23592
[AGARD-LS-72] p0089 N76-12554 Monitoring and control of serospace vehicle propulsion	Automatic Inspection. Diagnostic And Prognostic System	EQUIPMENT SPECIFICATIONS
p0243 N78-18243	(AIDAPS) An automatic maintenance tool for helicop-	New concepts of visualization for alignaft and apage
Power plant controls for aero-gas turbine engines	ters p0094 N76-31088	shuttles p01G4 N74-31441
[AGARD-CP-181] p0090 N78-23878	Engine health and fault detection monitoring lite function	Fumping system design related to fuel system specifies- tions p0082 N75-23600
Contribution of flight simulation lests to the study of	and implementation procedure p0094 N75-31090 A contribution to the agro engines bearings condition	General EMC specification or systems oriented EMC
turbomachine control p0090 N78-23577 An sirtrame manufacturer's requirements for future	monitoring p0094 N75-31091	specifications p0160 N76-16270
propulsion corrols p0080 N75-23578	Study of a preventive maintenance system as classified	Electromagnetic noise specifications p0161 N76-16271
Control system requirements distated by optimization of	by diagnostic and pronostic breakdowns. Application to	Electromagnetic compatibility control plans
engine operation p0090 N76-23579	Marboine 2F motors p0095 N75-31092	p0161 N76-16274
Reliability specification for gas turbine control systems	The relative role of engine monitoring programme during development and service phases p0095 N75-31094	A survey of primary raders for air truffic systems
p0090 N78-23581	In-flight thrust measurement. A fundemental element	p0064 N76-23197
Control design considerations for variable geometry engines p0091 N78-23583	in engine condition monitoring p0095 N75-31095	The cryogenic transonic wind tunnel for high Reynolds
PRAC. A new sero yes turbine engine control concept	ENGINE NOISE	number research: [1-10032] p0113 N76-28214
p0091 N78-23584	Influence of noise requirements on STOL propulsion system designs - analysis of acoustic properties of short	Highlights of key characteristics considered fundamental
Heilcopter engine control The past 20 years and the next poops N75-23888	takeoff siroralt p0087 N74-20422	to any navigation system that might be introduced into
next p0091 N75-23885 Equilibrium performance enalysis of gas turbine engines	The influence of noise requirements on STOL altereft	British Army aircraft p0069 N78-32149
using influence coefficient techniques pOOB1 N75-23592	engine dasign analysis of acceptable noise levels for	ERROR ANALYSIS
Use of simulation in the design, development and testing	short takeoff direraft operating in congested areas	Metroingical characteristics of a measuring channel
of power plant control systems p0092 N75-23595	p0988 N74-20423 Q-fan propulsion for short haul transports application	fundamental characteristics of flight test instrumentation system p0077 N74-28936
The use of digital control for complex power plant management pCO92 N75-23596	of variable thrust fens for excreft and engine noise	A Monte Carlo analysis of the effects of instrumentation
management pCG92 N75-23596 Fluidic sensors for turbojet engines pCG92 N75-23598	reduction p0088 N74-20424	errors on situraft parameter identification
ENGINE DESIGN	Alreast noise generation, emission and reduction	p0008 N75-30002
V/STOL propulsion systems proceedings of confer-	[AGARD-LS-77] p0093 N75-30166 Jet engine rigise and its control p0093 N75-30170	lonosphetic limitations on the angular accuracy of satellite
ence on propuleton system design and operation		tracking at VHF or UHF p0164 N76-20303
	Current research on the simulation of flight effects on	
(AGARD-AR-64) p0085 N74-19404	Current research on the simulation of flight effects on the noise radiation of sircraft angines p0120 N75-25280	Error estimation for strain gauges with metalile measuring
V/STOL propulsion systems · · · conference on propulsion		Error estimation for strain gauges with metallic measuring grids p0199 N76-28884
V/STOL propulsion systems · · · conference on propulsion system design, donfiguration, and performance for vertical and short takeoff aircraft	the noise radiation of aircraft engines p0120 N78-25280 ENGINE PARTS Specialists meeting on directionally solidified in-situ	Error estimation for strain gauges with metallic measuring gride A mathematical model for the analysis of navigation system errors of modern fighter sincraft
V/STOL propulsion systems conference on propulsion system design, configuration, and performance for vertical and short takeoff aircreft [AGARD-CP-135] pO085 N74-20401	the noise radiation of sircraft engines p0120 N76-25280 ENGINE PARTS Specialists meeting on directionally solidified in-situ composities	Errorestimation for strain gauges with metellic measuring grids O199 N76-25884 A mathematical model for the analysis of navigation system errors of modern lighter strong p0062 N76-32172
V/STOL propulsion systems — conference on propulsion system design, configuration, and parlormance for vertical and short takeoff aircraft (AGRD-CP-138) pOGES N74-20401 Engine cycla selection for commercial STOL aircraft —	the name radiation of sircraft engines p0120 N78-28280 ENGINE PARTS Specialists meeting on directionally solidified in-situ composities [AGARD-CF-186] p0130 N75-11034	Errorestimation for strain gauges with mediating ginds p0199 N76-28884 A mathematical model for the analysis of navigation system errors of modern fighter sircraft p0062 N76-32172 ERROR CORRECTING CODES
V/STOL propulsion systems — conference on propulsion system design, configuration, and performance for verticel and short takeoff aircraft [AGARD-CP-138] — pode8 N74-2040] [AGARD-CP-138] — pode8 N74-2040] Engine cycle selection for commercial STOL sircraft — effect of aircraft requirements and operational characteris-	the noise radiation of siteralt engines p0120 N76-28280 ENGINE PARTS Specialists meeting on directionally solidified in-situ composites [AGARD-CP-186] p0130 N75-11034 Forming useful directionally solidified composite shapes	Error estimation for strain gauges with material measuring grads O 198 N78-2884 A mathematical model for the enalysis of navigation system errors of modern fighter sisteral p. D062 N76-32172 ERROR CORRECTING CODES Bimulation and implementation of a modulation system
V/STOL propulsion systems — conference on propulsion system design, configuration, and parlormance for vertical and short takeoff aircraft (AGRD-CP-138) pOGES N74-20401 Engine cycla selection for commercial STOL aircraft —	the noise radiation of sircraft engines p0120 N78-28280 ENGINE PARTS Specialists meeting on directionally solidified in-situ composites [AGARD-CP-186] p0130 N78-11034 Forming useful directionally solidified composite shapes p0130 N78-11040	Errorestimation for strain gauges with mediating ginds p0199 N76-28884 A mathematical model for the analysis of navigation system errors of modern fighter sircraft p0062 N76-32172 ERROR CORRECTING CODES
V/STOL propulsion systems — conference on propulsion system design, configuration, and performance for vertical and short takeoff eitoratt [AGARD-CP-138] poO68 N74-20401 figine cycle selection for commercial STOL alloratt — effect of eitoratt requirements and operational characteristics on engine parameters — poO68 N74-20408 Recent technology advances in thiust vectoring systems — energy is of litriust vector control for vertical takeoff sicraft.	the noise radiation of siteralt engines p0120 N76-28280 ENGINE PARTS Specialists meeting on directionally solidified in-situ composites [AGARD-CP-186] p0130 N75-11034 Forming useful directionally solidified composite shapes	Error estimation for strain gauges with material measuring grids A mathematical model for the analysis of navigation system errors of modern lighter stream p0082 N76-32172 ERROR CORRECTING CODES Bimulation and implementation of a modulation system for overcoming lonespheric autituitation lading in satellite p0184 N76-20306 Application of pseudo-orthogonal codes to transmission
V/STOL propulsion systems — conference on propulsion system design, configuration, and performance for verticel and short takeoff aircraft [AGARD-CP-138] pOOBS N74-20401 Engine cycle selection for commercial STOL aircraft — effect of aircraft requirements and operational characteristica on engine parameters pOOBS N74-20408 Mecent technology advances in thiust vectoring systems — analysis of linust vector control for vertical takeoff aircraft with each without afterburning in lift pOOSS N74-2041	the noise radiation of sircraft engines p0120 N78-28280 ENGINE PARTS Specialists meeting on directionally solidified in-situ composities [AGARD-CF-186] Forming useful directionally solidified composite shears p0130 N78-11040 ENGINE TESTS The motorifation of short take-off and lending secraft p0085 N74-20408	Error estimation for strain gauges with material measuring grads A mathematical model for the enalysis of navigation system errors of modern fighter sicrafs PD082 N76-32172 ERROR CORRECTING GODEs Simulation and implementation of a modulation system for overcoming loneopheric suintilitation fading in satellite communication Application of pseudo-orthogonal codes to transmission through the iomesphere 90187 N78-20327
V/STOL propulsion systems — conference on propulsion system design, configuration and performance for vertical and short takeoff situralt [AGARD_CP-138] — pooles N74-20401 Engine cycle selection for commercial STOL situralt — effect of aircraft requirements and operational characteristics on engine parameters — pooles N74-20408 Necent technology advances in thirust vectoring systems — engines of thrust vector control for vertical takeoff sicraft with and without afferburning in lift —pooles N74-20410 Basic research requirements for V/STOL propulsion and	the noise radiation of sircraft engines p0120 N76-28280 ENGINE PARTS Specialists meeting on directionally solidified in-situ composites (AGARD-CP-186) p0130 N75-11034 Forming useful directionally solidified composite shapes p0130 N75-11040 ENGINE TESTS The motorifation of short take-off and landing sicraft p0085 N74-20408 Short hauf atteraft adaptation to the use of short landing	Error estimation for strain gauges with material measuring grade O 198 N76-2884 A mathematical model for the enalysis of navigation system errors of modern lighter secret po062 N76-32172 ERROR CORRECTING CODES Elimitation and implementation of a modulation system for ovarcoming leneapheric submilliation facing in satellite communication Application of pseudo-orthogonal codes to transmission through the loneaphere p0167 N76-20327 ERROR CORRECTING DEVICES
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V/8TOL propulsion systems — conference on propulsion system design, configuration and parformance for varical and short takeoff altereft [AGARD_CP-138] — pO68 N74-20401 Engline cycle selection for commercial STOL stroration of the strong systems of the strong of the s	the noise radiation of sircraft engines p0120 N78-28280 ENGINE PARTS Specialists meeting on directionally solidified in-situ composites (AGARD-CF-186) p0130 N75-11034 Forming useful directionally solidified composite shapes (AGARD-CF-186) p0130 N75-11040 ENGINE TESTS The motoritation of short take-off and landing sicraft p0085 N74-20408 Short hauf storaft adaptation to the use of short landing lields (ACOSE N74-2041) p0136 N78-10490 Aerodynamic measurements in turbomechines p0176 N78-30473 Ringine data recording on a phentom sicraft flessing obtained to date p0176 N78-30473 Amilitary operator's view of series engines p0286 N78-31098 A military operator's view of series engines (N78-31098) N78-10980 ENTROPY Noise from hot jets velocity effects p0287 N74-22884 ENVIRONMENTAL CONTROL Environmental information systems p0283 N78-27865 ENVIRONMENTAL CONTROL Environmental formation systems p0283 N74-27464 Current sistus in serospace medicine conference on habitability of spacecraft environments and environments control [AGARD-CF-184] n02-16 N78-28722 The plus Qr protective methods for use in advanced fighter-attack siticraft p071 N78-28727 ENVIRONMENTAL LABORATORIES Fight simulation using free-flight laboratory studies p0012 N78-28288	Error estimation for strain gauges with material measuring grads A mathematical model for the enalysis of navigation system arrors of modern fighter strain pools 2.776-32172 ERROR CORRECTING GODES Simulation and implementation of a modulation system for overcoming lenespheric suintiliation fading in satellite communication Application of pseudo-orthogonal codes to transmission through the lonesphere polite 7.776-20307 ERROR CORRECTING DEVICES Syntactic methods for the prescription of processes pO245 N75-18289 lonospheric rader range error correction by the Incoherent seather-Farady rotation technique for accurate satellite stacking golite N75-20307 The correction of errors in HF direction finders by travelling (onespheric disturbances polite N76-2030) Wall corrections for transport three-dimensional flow in ventilated wind tunnels polite N76-28239 Wall corrections for transport chree-dimensional flow in ventilated wind tunnels polite N78-28238 Improved displacement corrections for bulky models and with ground simulation in subsonic wind tunnels polite N78-28238 Continuous neglection updetting method by means of size correlation. ERRORS Limitations in the correlation of Right/tunnel buffeting leats EGGAPE (ABANDONMENT) Specific blomedical issues in the escape phase of all combat militage during Southeast Asia operations policy 3.74-2.0788 A essassment of serodynamic forces setting on the crewman during escape
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V/STOL propulsion systems — conference on propulsion system design, configuration, and parformance for vartical and short takeoff electal [AGARD_CP-138] — pOG8 N74-20401 Engine cycle selection for commercial STOL streat — effect of aircraft requirements and operational characteristics on engine parameters — gOG8 N74-20402 Macent technology advences in thust vactoring systems — energies of first extractor control for vertical takeoff sicraft with and without afterburning in lift — gOG8 N74-20410 Basic research requirements for VSTOL propulsion and driver-train components — energies of jet engine operating parameters for exial and radial turbines — pOG8 N74-20412. The influence of the control concept for VSTOL engines on their static and dynamic parlormance characteristics — poG88 N74-20413. The influence of the control concept for VSTOL engines on their static and dynamic parlormance characteristics — propulsion system configuration for VSTOL and cruise flight using one engine — pOG8 N74-20413. The unfluence of noise requirements on STOL streath — propulsion system configuration for VSTOL and cruise flight using one engine — pOG8 N74-20413. The development of an integrated propulsion system for jet STOL flight research — performance tests of augmentotic viving powered lift concept — pOG8 N74-20423. Technical evaluation report on 42nd Propulsion Systems — proposels for future developments in VSTOL aircraft engines. DoG8 N74-20423. Design procedures for alevated temperature low-cycle fatigue — as applied to alicraft jet engines. DoG8 N78-2043. Distortion induced engine instability — pOG8 N78-12954. Introduction to distortion induced engine instability — pOG8 N78-12954. Introduction to distortion induced engine instability — pOG8 N78-12954. Introduction to distortion induced engine instability — pOG8 N78-12954. Introduction to distortion induced engine instability — pOG8 N78-12954. Introduction to distortion induced engine instability — pog N78-12954. Introduction to distortion induced engine instability — pog N78-	the noise radiation of sircraft engines p0120 N78-28280 ENGINE PARTS Specialists meeting on directionally solidified in-situ composites (AGARD-CP-186) p0130 N75-11034 Forming useful directionally solidified composite shapes (AGARD-CP-186) p0130 N75-11040 ENGINE TESTS The motorifation of short take-off and landing sicraft p008 N74-20408 Bhort hauf alteraft adaptation to the use of short landing fields p0086 N74-2041 Precision in LCHTF testing of aircraft jet engines p0196 N78-10490 Aerodynamic measurements in turbomechines p0196 N78-30473 Ringine data recording on a phentom aircraft. Results obtained to date p0096 N78-31098 A military operator's view of sero-engine low cycle fatigue monitoring p0096 N78-31102 ENTROPY Note from hot jets velocity effects p0287 N74-22654 ENVINONMENTAL CONTROL Environmental information systems p0293 N74-27464 Current sigtus in serospace medicine conference on habitability of spacecraft environments and environmental control [AQARD-CP-184] p0216 N75-28722 The plus Qr protective methods for use in advenced fighter-attack sitings. Pight simulation using free-flight laboratory suals models Pight simulation using free-flight laboratory suals models ENVIRONMENTAL LABORATORIES ENVIRONMENTAL LABORATORIES ENVIRONMENTAL LABORATORIES ENVIRONMENTAL LABORATORIES ENVIRONMENTAL RESEARCH SATELLIYES Synthesis and distribution of systems satellitic data	Error estimation for strain gauges with material measuring grads A mathematical model for the enalysis of navigation system errors of modern fighter strain processors of the processor
V/STOL propulsion systems — conference on propulsion system design, configuration and parformance for varicel and short takeoff alteret [AGARD_CP-138] — pOG8 N74-20401 Engine cycle selection for commercial STOL strorat— effect of alteret requirements and operational characteristics on engine parameters — pOG8 N74-20408 — Recent technology advances in thiust vacioning systems — enalysis of intrust vacior control for vertical takeoff alteret with and without afferburning in lift — pOG8 N74-20408 — Basic research requirements for V/STOL propulsion and differential components — analysis of jet engine operating parameters for axial and radial turbines — poges N74-20419 — propulsion system configuration for V/STOL arteret — propulsion system of a cost-part of poges N74-20423 — The influence of noise requirements on STOL arteret negligible configuration for V/STOL arteret negligible configuration report on 42nd Propulsion system for the development in V/STOL arteret — proposed for future development in V/STOL arteret — popose in the future development in V/STOL arteret — popose in the future development in V/STOL arteret — popose in the future development in V/STOL arteret — popose in the future development in V/STOL arteret — popose in the future development in V/STOL arteret proposed for future development in V/STOL arteret proposed for future fuels on military sero-engines — popose N75-12984 —	the noise radiation of sircraft engines p0120 N78-28280 ENGINE PARTS Specialists meeting on directionally solidified in-situ composites (AGARD-CF-186) p0130 N75-11034 Forming useful directionally solidified composite shapes (AGARD-CF-186) p0130 N75-11040 ENGINE TESTS The motorifetion of short take-off and landing sicraft p0085 N74-20408 Short hauf attoraft adaptation to the use of short landing lields p0086 N74-20419 Frecision in LCHTF testing of alteraft jet engines p0186 N78-10480 Aerodynantic measurements in turbomachines p0196 N78-10480 Aerodynantic measurements in turbomachines p0196 N78-10480 Another operator's view of sero-engine low cycle fatigue monitoring p0086 N78-31028 ENTROPY Noise from hot jets of velocity effects p0287 N74-22654 ENVIRONMENT PROTECTION Personal thermal conditioning p0232 N78-27865 ENVIRONMENTAL COMYROL Environmental information systems p0263 N74-27664 Current sistus in serospace medicine of conference on shibitability of spacecraft environments and environmental control [AGARD-CF-184] p0216 N78-2922 The plus QL protective methods for use in advanced fighter-attack storath p021 N78-2927 Avionics cooling on USAF aircraft p0074 N77-16033 ENVIRONMENTAL LABORATORIES Fight is simulation using free-flight laboratory suale models ENVIRONMENTAL CUALITY Development and applications of spatial data resources in energy related assessment and planning [PUSL-201] ENVIRONMENTAL RUSEARCH SATELLITES Environmental satellitis Environmental satellitis Environmental satellitis Environmental satellitis	Error estimation for strain gauges with material measuring grads A mathematical model for the enalysis of navigation system arrors of modern fighter strains. A mathematical model for the enalysis of navigation system strots of modern fighter strains. Bimulation and implementation of a modulation system for overcoming lenespheric submitiation fading in satellite communication. Application of pseudo-orthogonal codes to transmission through the ionesphere. po154 N78-20307. ERROR CORRECTING DEVICES. Syntactic methods for the prescription of processes. p0245 N78-18289. Syntactic methods for the prescription of processes. p0245 N78-18289. Ionospherio radar range error correction by the Incoherant scatter-Farady rotation technique. "Ior accurate setellite scatting. p0168 N78-20307. The corrections for transport three-dimensional flow in ventilated wind tunnels. p018 N78-20308. Wall corrections for transport three-dimensional flow in ventilated wind tunnels. p0118 N78-28239. United wind tunnels. p0118 N78-28235. Improved displacement corrections for bulky models and with ground simulation in subsonic wind tunnels. p0118 N78-28238. Continuous navigation updetting method by means of airs correlation. ERRORS. Limitations in the correlation of flight/tunnel buffeting lests. ERRORS. Limitations in the correlation of flight/tunnel buffeting lests. P0043 N78-20788. An assessment of serodynamic forces acting on the crewman during except. p0043 N78-20788. Parachule escape from helicopters. p0043 N78-20788. Parachule escape from helicopters. p0044 N78-20788. Human factors aspects of in-flight escape from helicopters. p0044 N78-20788. ESCAPE CAPSULES. In-flight escape system for heavy helicopters. p0044 N78-20788. Escape problems and measures in combat entered
V/STOL propulsion systems — conference on propulsion system design, configuration, and parformance for vartical and short takeoff elevant [AGARD_CP-138] po068 N74-20401 Engine cycle selection for commercial STDL sirrart — effect of aircraft requirements and operational characteristics on engine parameters po068 N74-20408 Recent technology advences in thust vactoring systems — engine parameters po168 N74-20408 Recent technology advences in thust vactoring systems — engine of friest vactor control for varical takeoff sicraft with and without afterburning in lift po068 N74-20410 Basic research requirements for V/STOL propulsion and drive-train components — engines of jet engine operating parameters for exist and dynamic portion for V/STOL angines on their static and dynamic parformance characteristics po068 N74-20412 The influence of the control concept for V/STOL angines on their static and dynamic parformance characteristics po068 N74-20419 (Compact thrust augmentors for V/STOL and cruise flight using one engine — enabysis of acceptable notes levels for short takeoff sizeratt operating in congented areas po068 N74-20412 The unfluence of noise requirements on STOL sticraft ingrises of exceptable notes levels for short takeoff sizeratt operating in congented areas po068 N74-20423 (Compact takeoff sizeratt operating in congented areas po068 N74-20423 (Compact takeoff sizeratt operating in congented areas po068 N74-20423 (Compact takeoff sizeratt operating in congented areas po068 N74-20423 (Compact takeoff sizeratt operating in congented areas poposes for future developments in V/STOL ancient for sizeratt operation and engine instability po068 N78-12865 (Compact takeoff sizeratt operation induced engine instability po068 N78-12865 (Compact takeoff sizerating and operation of according as po068 N78-12865 (Compact takeoff operation of sizeratt potential po068 N78-12865 (Compact takeoff operation of sizerating and operation of according as po068 N78-12865 (Compact takeoff operation of sizerating and compact of future	the noise radiation of sircraft engines p0120 N78-28280 ENGINE PARTS Specialists meeting on directionally solidified in-situ composites (AGARD-CP-186) Forming useful directionally solidified composite shapes (AGARD-CP-186) ENGINE TESTS The motoritation of short take-off and landing sicraft p0085 N74-2043 Short haul alteraft adaptation to the use of short landing lields Precision in LCHTF testing of airuraft jet engines p0086 N74-2041 Precision in LCHTF testing of airuraft jet engines p0198 N78-10480 Aerodynantic measurements in turbomechines p0198 N78-10480 Aerodynantic measurements in turbomechines p0198 N78-10480 Annitiary operator's view of sero-engine low cycle fatigue monitoring ENTROPY Noise from hot jets overlocity effects p0287 N74-22854 ENVIRONMENT PROTECTION Personal thermal conditioning p0293 N78-27864 ENVIRONMENT PROTECTION Environmental information systems p0293 N74-27464 Current situs is recompace medicine on conference on habitability of spacecraft environments and environmental control (AGARD-CP-184) The plus Gr protective methods for use in advanced fightie-stack situraft p0215 N78-28722 Avionics cooling on USAF aircraft p0074 N77-16033 ENVIRONMENTAL LABORATORIES Flight Ismulation using free-flight laboratory suals models ENVIRONMENTAL CABORATORIES ENVIRONMENTAL GUALITY Development and applications of spatial data resources in anergy related assessment and planning (PUSL-901) ENVIRONMENTAL RESEARCH SATELLITES Byrithesis and distribution of environmental satellits Environmental effects in fracture or explication of linear elastic forcture methods for sea in accept related search and planning (PUSL-901)	Error estimation for strain gauges with material measuring grads A mathematical model for the analysis of navigation system errors of modern fighter strain process simulation and implementation of a modulation system for overcoming loneopheric submilliation fading in satellite communication process policy 787-20306 Application of pseudo-orthogonal codes to transmission through the loneophere policy 787-20327 ERROR CORRECTING DEVICES Syntactic methods for the prescription of processes policy 87-16289 Explacible methods for the prescription of processes policy 87-16289 Incompleted distriction for the prescription of processes policy 87-16289 The correction ferrors in HF direction finders by travelling foreopheric disturbances policy 87-20337 Wall corrections for transpinic three-dimensional flow in ventilated wind tunnels politis N78-25239 Wall corrections for transpinic three-dimensional flow in ventilated wind tunnels politis N78-25233 Improved displacement corrections for bulky models and with ground similation in subsonic wind tunnels politis N78-25233 Continuous navigation updating method by means of area correlation process of the politic N78-25235 Limitations in the constitution of Right/tunnel buffeting politic N78-25235 Limitations in the constitution of Right/tunnel buffeting politic process of the politic N78-20784 An assassiment of serodynamic forces acting on the combat mishape during Southeast Asia operations politic accombat mishape during Southeast Asia operations politic experience from VTOL mishaps during on the politic process of the politic process of the politic process of the
V/STOL propulsion systems — conference on propulsion system design, configuration, and performance for vertical and short takeoff elevat [AGARD_CP-138] po068 N74-20401 Engine cycle selection for commercial STDL sirraft — effect of aircraft requirements and operational characteristics on engine parameters po068 N74-20402 Macent technology advances in thust vectoring systems — energy is of intrust vector control for vertical takeoff sicraft with and without afterburning in lift po068 N74-20412 Basic research requirements for V/STOL propulsion and drive-train components — energy is of jet engine operating parameters for exist and dynamic pooff of V/STOL engines on their static and dynamic performance characteristics po068 N74-20412. The influence of the control concept for V/STOL engines on their static and dynamic performance characteristics po068 N74-20419. The influence of the control concept for V/STOL engines on their static and dynamic performance characteristics po068 N74-20419. The influence of noise requirements on STOL sicraft in propulsion system configuration for V/STOL add cruise flight using one engine. Pp068 N74-20419. The influence of noise requirements on STOL sicraft ingress of consistent of the propulsion system for jet STOL flight research — performance tests of augmentor wind powered life concept po068 N74-20422. Technical evaluation report on 42nd Propulsion system for jet STOL flight research — performance tests of augmentor wind powered life concept po068 N74-20429. Technical evaluation report on 42nd Propulsion Systems — pioposels for future developments in V/STOL aircraft and engines. Po068 N74-20429 po089 N78-20439. Design procedures for slevated temperature low-cycle fatique — as applied to alicraft jet engines p0098 N78-12861 influence of unsteally flow phenomen on turbine engine and operation of aero engines p0098 N78-12881 influence of unsteally flow phenomen on rurbine engine and operation of aero engines p0098 N78-1286 p0098 N78-12881 influence of unsteally penomene on the design a	the noise radiation of sircraft engines p0120 N78-28280 ENGINE PARTS Specialists meeting on directionally solidified in-situ composites (AGARD-CP-196) p0130 N75-11034 Forming useful directionally solidified composite shapes (AGARD-CP-196) p0130 N75-11040 ENGINE TESTS The motorifation of short take-off and landing sicraft p0085 N74-20405 Short haul alteraft adaptation to the use of short landing fields p0086 N74-2041 Precision in LCHTF testing of alteraft pit engines p0176 N78-10420 Aerodynantic measurements in turbomachines p0176 N78-10420 Aerodynantic measurements in turbomachines p0176 N78-10420 Aerodynantic measurements in turbomachines p0176 N78-30473 Kingine date recording on a pharitom alteraft. Results obtained to date p0085 N78-31098 A military operator's view of sero-engine low cycle fatigue monitoring p0086 N78-31102 ENTROPY Note from hot jets of velocity effects p0257 N74-22654 ENVIRONMENT PROTECTION Personal thermal conditioning p0232 N78-27865 ENVIRONMENT PROTECTION Environmental information systems p0263 N74-27664 Current status in serospace medicine of conference on babitability of spacecraft environments and environmental control [AQARD-CP-184] p0216 N78-2922 The plus QL protective methods for use in advanced fighter-attack storath Avionics cooling on USAF alteraft p0074 N77-16033 ENVIRONMENTAL LABORATORIES Fight simulation using free-flight laboratory suale models ENVIRONMENTAL CALITY Development and applications of spatial data resources in energy related assessment and planning [PDS1-301] ENVIRONMENTAL RESEARCH SATELUTES Environmental affects in fracture of special and interpret environmental astalitic data Environmental affects in fracture of special and interpret environmental environmental astalitic data Environmental arching of posedut and interpret anvironmental astalitic acture mechanics to predict and interpret anvironmental astalitic acture mechanics to predict and interpret anvironmental astalitic acture mechanics to predict and interpret anvironmental a	Error estimation for strain gauges with material measuring grads A mathematical model for the enalysis of navigation system arrors of modern fighter strains. A mathematical model for the enalysis of navigation system strots of modern fighter strains. Bimulation and implementation of a modulation system for overcoming lenespheric submitiation fading in satellite communication. Application of pseudo-orthogonal codes to transmission through the ionesphere. po154 N78-20307. ERROR CORRECTING DEVICES. Syntactic methods for the prescription of processes. p0245 N78-18289. Syntactic methods for the prescription of processes. p0245 N78-18289. Ionospherio radar range error correction by the Incoherant scatter-Farady rotation technique. "Ior accurate setellite scatting. p0168 N78-20307. The corrections for transport three-dimensional flow in ventilated wind tunnels. p018 N78-20308. Wall corrections for transport three-dimensional flow in ventilated wind tunnels. p0118 N78-28239. United wind tunnels. p0118 N78-28235. Improved displacement corrections for bulky models and with ground simulation in subsonic wind tunnels. p0118 N78-28238. Continuous navigation updetting method by means of airs correlation. ERRORS. Limitations in the correlation of flight/tunnel buffeting lests. ERRORS. Limitations in the correlation of flight/tunnel buffeting lests. P0043 N78-20788. An assessment of serodynamic forces acting on the crewman during except. p0043 N78-20788. Parachule escape from helicopters. p0043 N78-20788. Parachule escape from helicopters. p0044 N78-20788. Human factors aspects of in-flight escape from helicopters. p0044 N78-20788. ESCAPE CAPSULES. In-flight escape system for heavy helicopters. p0044 N78-20788. Escape problems and measures in combat entered
V/8TOL propulsion systems — conference on propulsion system design, configuration and performance for vertical and short takeoff attoract [AGARD_CP-138] — pOG8 N74-20401 Engine cycle selection for commercial STOL stroracture of the conference of	the noise radiation of sircraft engines p0120 N78-28280 INGINE PARTS Specialists meeting on directionally solidified in-situ composites (ACARD-CP-156) Forming useful directionally solidified composite shapes (ACARD-CP-156) Forming useful directionally solidified composite shapes The motorifation of short take-off and landing sitoraft p0086 N74-2041s Bhort hauf sitoraft adaptation to the use of short landing sitoraft p0086 N74-2041 p0086 N74-2041 Frecision in LCHTF testing of airuraft jet engines p0198 N78-10490 Aerodynanic measurements in turbomechines p0198 N78-10490 Another of the storage of the stora	Error estimation for strain gauges with material measuring grads A mathematical model for the enalysis of navigation system errors of modern fighter istrata has been expected as a material for executing strain and implementation of a modulation system for overcoming loncepheric suintiliation fading in satellite communication Application of pseudo-orthogonal codes to transmission through the ionesphere politer N76-20302 RROR CORRECTING DEVICES Syntactic methods for the prescription of processes politer N76-20327 error companies of the processes of the pro
V/8TOL propulsion systems — conference on propulsion system design, configuration, and performance for vertical and short takeoff elevat [AGARD_CP-138] ————————————————————————————————————	the noise radiation of sircraft engines p0120 N78-28280 ENGINE PARTS Specialists meeting or directionally solidified in-situ composites (AGARD-CF-186) p0130 N75-11034 Forming useful directionally solidified composite shapes (AGARD-CF-186) p0130 N75-11040 ENGINE TESTS The motorifation of short take-off and landing sicraft p0085 N74-20408 Short hauf atteraft adaptation to the use of short landing fields p0085 N74-20408 Proceedings of short landing fields p0085 N74-20418 Precision in LCHTF testing of aircraft per engines p0178 N78-10420 Aerodynamic measurements in turbomachines p0178 N78-10420 Aerodynamic measurements in turbomachines p0178 N78-10420 Aerodynamic measurements in turbomachines p018 N78-10420 Aerodynamic measurements in turbomachines p018 N78-31028 Amiliary operator's view of sero-engine low cycle fatigue monitoring p028 N78-31028 ENTROPY Note from hot jets overlocity effects p028 N78-31028 ENTROPY Note from hot jets overlocity effects p028 N78-27865 ENVIRONMENT PROTECTION Personal thermal conditioning p0232 N78-27865 ENVIRONMENTAL CONTROL methods for use in advanced fighter-attack storat p021- N78-2927 Avionics cooling on USAF aircraft p0074 N77-16033 ENVIRONMENTAL LABORATORIES Fight Isboratory suale models ENVIRONMENTAL CUALITY Development and applications of spatial data resources in energy related assessment and planning p021- N78-25228 ENVIRONMENTAL CUALITY Development and applications of spatial data resources in energy related assessment and planning p029 N77-16941 ENVIRONMENTAL CUALITY ENVIRONMENTAL CUALITY Development and applications of spatial data resources in energy related assessment and planning p029 N77-16941 ENVIRONMENTAL RESEARCH SATELLITES Environmental effects in fracture or speciation of linear elastic fracture mechanics to predict and interpret environmental aracking p0193 N74-23422 Use of automated systems by the electromagnetic environmental test feelity in electromagnetic environmental test feelity in electromagnetic environmental test feelity in electromagnetic environme	Error estimation for strain gauges with material measuring grads A mathematical model for the analysis of navigation system errors of modern fighter streats ERROR CORRECTING CODES Simulation and implementation of a modulation system for overcoming lenespheric subtilitation fading in satellite communication Application of pseudo-orthogonal codes to transmission through the lonesphere pol37 N78-20327 ERROR CORRECTING DEVICES Syntactic methods for the prescription of processes yolds N78-16289 Expression and the system of the prescription of processes yolds N78-16289 Innospheric rader range error correction by the incoherant scatter- Faredy rotation technique for occurate satellite tracking to the prescription of processes yolds N78-16289 The correction ferrors in HF direction finders by travelling tonespheric disturbances yolds N78-20327 Wall corrections for transonic three-dimensional flow in ventilated wind tunnels yolds N78-28229 Wall corrections for transonic three-dimensional flow in ventilated wind tunnels yolds N78-28233 Improved displacement corrections for bulky models and with ground simulation in subsonic wind tunnels yolds N78-28238 Continuous navigation updating method by means of area correlation graders and yolds N78-28238 ERRORS Limitations in the opirelation of flight/funnel burketing leats ERRORS Election experience from VTOL military alterial receives and processes your processes your poods N78-20789 Parachiule scape from helicopters p004 N74-20784 Parachiule scape from helicopters p004 N74-20789 ERCAPE CAPSULES Escape problems and mishauves in combat attorial p043 N74-20784 Escape problems and mishauves in combat attorial p043 N74-20784 Fachicula evaluation of the Aerospace Medical Fanel Specificial Meeting on Escape froblems and Merrocures Fachicula evaluation of the Aerospace Medical Fanel Specificial Meeting on Escape Froblems and Merrocures
V/8TOL propulsion systems — conference on propulsion system design, configuration and performance for vertical and short takeoff attoract [AGARD_CP-138] — pOG8 N74-20401 Engine cycle selection for commercial STOL stroracture of the conference of	the noise radiation of sircraft engines p0120 N78-28280 INGINE PARTS Specialists meeting on directionally solidified in-situ composites (ACARD-CP-156) Forming useful directionally solidified composite shapes (ACARD-CP-156) Forming useful directionally solidified composite shapes The motorifation of short take-off and landing sitoraft p0086 N74-2041s Bhort hauf sitoraft adaptation to the use of short landing sitoraft p0086 N74-2041 p0086 N74-2041 Frecision in LCHTF testing of airuraft jet engines p0198 N78-10490 Aerodynanic measurements in turbomechines p0198 N78-10490 Another of the storage of the stora	Error estimation for strain gauges with material measuring grads A mathematical model for the enalysis of navigation system errors of modern fighter istrata has been expected as a material for executing strain and implementation of a modulation system for overcoming loncepheric suintiliation fading in satellite communication Application of pseudo-orthogonal codes to transmission through the ionesphere politer N76-20302 RROR CORRECTING DEVICES Syntactic methods for the prescription of processes politer N76-20327 error companies of the processes of the pro

Aeromedical research and evaluation support of existing and proposed escape and retrieval systems at the Naval Aerospace Recovery Faculty p0043 N74-20762 Operational practicality of 1ly away ejection seats — configurations and characteristics of several Hyabite ejection. A model technique for exhaust system performance p0029 N75-23502 p0024 N76-13802 adge devices and slotted Itaps pO024 N75-13802 Aerodynamics of jet flap and rotating cylinder flap BTOL Exhaust plume temperature effects on nozzle afterbody erformance over the transonic Mach number range 00024 N76 13806 p0029 N75-23504 EKTREMELY LOW PREQUENCIES onigurations and characteristics of several mysible spection.

Book 174-20763
Clearance of ejection path by the use of exploarse cond exploarse device for removal of arotath canopy prior to global visual canopy prior to pook 174-20765
Advanced concepts for rotary wing and V/STOL aircreft. On the evaluation of man-made electromagnetic noise interfering with communications in the E. L. F. range Constitution of the atmosphere in the gas turbine exhaust gases/gas analysis graphs (charts) p0129 N76-11247 e E. E. Frange pO183 N76-16283 EVE (ANATOMY) Results of NLR contribution to AGARD ad hoc study (ANATORY)
Determination -1 sele exposure levels Energy correlates
polisio N78-11312
Electromagnetic reflection effects on the eye
polisio N76-11697 p0178 N70-16362 Advanced concepts for logary wing and vyto1, aircraft enumer pools in the pools of Description of the AGARD nozzle afterbody experiments conducted by the Amold Engineering Development Cen-ler p0179 N76-16364 EYE EXAMINATIONS Opths/mologosal examination of laser workers and vestigation of laser accidents p0150 N75 11315 PROTECTION ters p0044 N74 20789 Faspe masures for combat helicopter crews p0044 N74-20770 In-flight escape system for basy helicopters p0048 N74-20772 On pushing back the frontiers of fleal injury p0218 N78-32724 Fourth Advanced Operational Aviation Medicine Course [AGARD-R-642] p0230 N78-27869 Helicopter escape and survivability p0231 N78-27860 STIMATES Design and test of ejector thrust augmentation configura-ons p0025 N75-13814 Reynolds number effects on boottell drag of exhaust Eye protection and protective devices DO230 N78-27882 nozzies from wind tunnel and flight tests p0029 N76-23606 Visual aids and eye protection for the IAGARD-CF-1911 (GARD-CF-191) p0241 N77-12708 Sys protection, protection, protection, protection devices and visual side p0241 N77-12709 Flame propagation in aircraft vent systems during p0046 N76-14066 Integration of aviators was protection and visual aids p0241 N77-12710 EXPERIMENTAL DESIGN Laboratory research into human inform pilot workload modeling pO ESTIMATES Protection from retinal burns and flat p0236 N76-12590 Off-borsight angle estimation with a phase comparison monopulse system — for radier tracking entenna 1073 N74-31708 A measuring rod for ATC systems, the todak of orderiness use the property of the proper Comparative experimental evaluation of two dimension and pseudo-perspective displays for guidence and control p0083 N77-19053 state of development p Vision with the AN/FVS-5 night vision lon goggie u0241 N77-12716 EXPERIMENTATION A new experimental flight research technique. The removely piloted similars p0121 N76-25287 BRTIMATING i estimation techniques for HF communica Channel estimation reconsigues for PF communications pO186 N76-20316
Real-time HF channel estimation by phase measurements in low-level pilot tones pO186 N76-20318 EXPLOSIONS On the applicability of reticulated foams for the suppression of fuel tank explosions p0047 N78-14078 on low-level pilot tones REGION Error estimation for strain gariges with metallic m Advances in engine burst containment Sweep frequency propagation on an 8,000 km transequatorial north south path p0168 N76-20313 Observation of irregularities in the sub-surgraf Fregion of the lonosphere through a backwetter technique and anid-latitude station p0167 N76-20328 p0199 N78-25584 p0073 N76-32184 EXPLOSIVES UNOPE
The need for a large transport windrunnel in Europe
Second report of the large Windrunnels Working Group
[AGARD-AR-70]
A guide to microfiche equipment available in Europe
photographic equipment - projectors
[AGARD-R-828]
D0202 N76-26343
A catalogue of European hypersonic wind tunnel facili-Cleatence of ejection path by the use of explosive cord
applosive device for removal of aircraft canopy prior to
ejection p0044 N74-20765 2 AIRCHAFT The Hunter fly-by-wire experiment and future implications
F-4 AIRCRAFT EXPOSURE ination of sale exposure levels. Energy correlates damage p0150 N76-11312 Determination of a of ocular damage EXTERNAL STORES Engine data recording on a phantom arcraft. Results bisined to date Active flutter suppression on wings with external stores GARMD-R-619] p0110 N76-30188
Review of advanced powder metallutgical labracation techniques in European NATO countries - hot consolidation techniques for titentum and nickel alloys [AJARD-R-641] BO102 N74-28888 B.B AINCHART p0102 N74-28545
External store serodynamics for storatt performance prediction p0065 N74-28454
Specialists Massing on Wing-with-Stores Futter [AGARD-CP-162] p0031 N75-28011
Calculation methods for the flutter of storatt wings and Tremonic buffel behavior of Northrop F-BA storah [NASA-CR-140938] p0070 N75-10054 F-B AIRGRAFT BAIRGRAPT
Design and flight experience with a digital fly-by-wire control system in an F-8 airplane p0109 N74-31450
F-8 digital fly-by-wire flight test results viewed from an active controls perspective p0011 N78-30048
14 AIRGRAPT [ADARD-R-641] pO137 N78-28402
On the flow quality necessary for the Large Furopean High-Reynolds-Number Transonia Windfunnel LERRT pO127 N77-11070 EUROPEAN AIRBUB Analysis of the comparison between flight tests results and wind tunnel tests practicitions for subsonic and support storic transport storics. Calculation methods for the nutter of surface wings and termal stores
UK Jaguar external store flutter clearance p0031 N78-28013 AMERICAL STOLAR Calculation of aerodynamic loads on naciliating wing/ store combinations in subscrite flow pCG31 N78-28018 Wing with stores flutter on variable sweep wing sire-8 AIRGRAFT
F-14A stall spin prevention system Right lest
p0109 N76-29262
Application of Right simulation to develop, test, and
valuate the F-14A submitted carrier landing system
p0124 N76-29292 sonic transport siccaft p0123 N78-25303 wing with stores nutter on venesia awaip wing alto-picon N75-28017 A parametric study of wing store flutter picon N75-28018 EUTECTIC ALLOYS Specialists meeting on directionally solidified in-situ F-18 AIRGRAPT
F-18 Eagle high control system
The F-19 design considerations
F-28 TRANSPORT AIRGRAPT
Low-speed stability and control characteristics of transport strong with particular reference to taliplane poods N75-21228 composites [AGARD-CF-188] F-18 AIRCRAFT p0130 N78-11034 Recent observations on estatual-store flutter Requirements for and characteristics demanded of high imperature gas turbine components. p0:30 N78-11038. The structure and thermal stability of autectic alloys p0:30 N78-11038. DOGS1 N78-28019 Flecent analysis methods for wing-store flutter p0031 N78-28020 Forming useful directionally solidified composite shapes policy N76-11040 Eulectic phase equilibria p0130 N78-11041 U0045 N75-31042 AGARD-AG-2021 Design considerations for an active suppression system in the street suppression system in the stre Eutectic phase equilibris policio N78-11040
Eutectic phase equilibris policio N78-11041
Directionally solidified composite systems under evaluation policio N78-11042
Thermal stability of directionally-solidified composites and policio N78-11042
Osidatium, hot corrosson and proteotion of directionally subdeter educations. Some experience in engine-traubleshooting with inflight-date, recorded in the F-1040 with the leads 200 pools N78-31093 aerodynamics [AGARD-R-536] p0038 N76-18059 Experience with F-104G PDMS evaluation with comments on wind tunnel/flight correlations for external stores jettlean teets on the F 104 B and G 91 Y eligible for external policy 3 N78-25302 Unsteady pressure measurements in in wing-with-store p0038 N76-18063 p0131 N75-11044 Prospect of directionally solidified autentic superalloys p0131 N73-11045 [AGARD_AR-98] p0039 N76-21183
Ancraft/atores compatibility analysis and flight testing p011 N76-23290
Special wind funnel test techniques used at AEDC p0120 N76-28270
Flight/turniel compatison of the installed drag of wing mounted stores ... on the Successor storest Composent design with descentionally holidified com-E. 151 AIRCIDARY 1 AIRGRAPT
Development of a system for scoring slinulated bombing p0127 N76-29312 unsites PARRICATION Specialists meeting on directionally solidified in-situ composites [AUARD-CP-166] p0130 N75-11034 EVOLUTION (DEVELOPMENT) Evolution of the role played by the stress analysis office in the design of a prototype p0071 N78-17094 p0122 N76-25300 EXAMINATION
Application of flight stress simulation techniques for the medical evaluation of aircrew paraonnel 190229 N76-27826 Component design with directionally solidified composites p0131 N75-11045 Comments on mathematical modelling of external store elease trajectories including comparison with flight data i pradiction enalysis techniques for jettleoring of external policy NR-28301 Meeting summery and outlook BO131 N78-11047 p0123 N78-28301 Comments on wind tunnel/flight correlations for external stores jettison tests on the F 104 % and G 91 Y sizerah ABRICA EXCRETION Cabin finishing materials in civil passenger airuraft u0046 N76-14068 ince of the noise on catecholamine sametion p0226 N78 17798 Measurement and analysis of smoke and toxic gases Absorption, metabolism and excretion of hypnotic higs p0232 N78-27869 EXTERNALLY SLOWN FLAPS
Investigation of the relative ments of different power
plants to STOL succept with blown flap application
enalysis of design requirements for self-austeined gas supply resulting from the combustion of aircraft cabin finishing p0048 N78-14071 natarials ABRY-PEROT INTERPEROMETERS Recent technology advances in thrust vectoring systems analysis of thrust vector control for verticel takeoff aircraft this and without afterburning in lift p0086 N74-20410 alysis of iterger requirements for self-sustained gas supply stems p0065 N74-20406 A theoretical and experimental investigation of the Supersonic valocity and turbulence measurements using a fabry-Perot interferometer pO152 N72 11227 AIL-SAPE SYSTEMS V/STOL deflector duct profile study external-flow, jet augmented flap -- development of semi-empireal method for predicting performance charac-- analysis of back Fall-safe design procedures Basic information --analysis of crack growth rate and stress intensity factor affects on structural stability p0193 N74-23424 pressure gradient in ducted flow of exhaust gases against lift fan p0087 N74-20417 itilities published to a peed aerodynamic characteristic faucraft with powered lift system p004 N74-24468 Research into bowared high lift systems for aircraft with probated high lift systems for aircraft with probate propulation p0023 N78-13787 00006 N74-20407 p0193 N74-23424 The fluid dynamics aspects of air pollution related to The pradiction of track propagation -- application of crack propagation prediction methods to siroraft structura Arcraft operations (AGARD-AR-66) p0202 N74-28104 GARD-AR-66)
The dispersion of propellants from aircraft p0202 N74-26106 oC183 N74-23428 Outlook, future developments eveloping fail-safe systems Predicting the maximum lift of jet-flapped w Predicting the maximum lift of jet-flapped wings p0023 N78-13798
The spanwise lift distribution and trailing vortex wake spanwing of an automobile lift. ··· procedures required for pD184 N74-23434 Research in Germany on fluid dynamics of air pollution ilsted to enersit operations p0202 N74-26107 Digital fly-by-wire control system illure detection The spanwise lift distribution and transfer downwind of an externally blown jet flap p0023 N76-13800 with selfdingnosing p0108 N74-31401 related to aircraft operations p0202 N74-26109 Air pollution from aircraft An experimental study of jet exhaust annulation p0029 N75-23503 The flow around a wing with an external flow jet flep p0023 N75-13801 FAILURE Failures affecting reliability of avionic systems p0180 N76-24507

Results of recent NASA Atudies on spin resistance p0107 N76-29251 FAILURE ANALYSIS The effects of microstructure on the fatigue and fracture commercial transum alloys p0138 N76-19272 ILLURE ANALYSIS

Examples of aircraft failure -- photographic examples of typical aircraft component cracking through in service police N74-23418 US Navy helicopter operational flight program Past and present A mathematical model for the analysis of navigation system errors of modern fighter sizeraft. p0073 N76-30212 40082 N78.32172 Rehability of the detection of haws a ATIGUE TESTS
Survey of activities in the field of low cycle high temperature failigue. Critical report
[AGARD-R-818]
Current standards of fetigue test on strike avorant
[AGARD-R-82]
p0072 N76-18109 Military rocket alleraft. Inherent tion of flaw size An analysis of a test fetigue failure by freetography and fracture mechanics ... analysis of angine impeller failure during fatigue substantiation tests p0195 N74-23442 p0182 N74-21849 and visual aids p0241 N77 12709 of engine impeller failure ts p0195 N74-23442 Eye protection, protective devices Parameter selection for multiple fault degnostics of gas obuse annual p0098 N75-31103 Night vision devices for fast combat aircraft [AGARD-N-73] p0063 EVERNITA VAVELACIO p0063 X77-72042 Feasibility study of a HF antenne with elliptical polariza-tion used for telegraphic transmission with vary high speed polar N78-20128 turbine engines FILE MAINTENANCE (COMPUTERS) Outline of the causes of failure purface defects and police N76-17227 Methodology of large dynamic files [AGARD-R-649] speed policy in the process of the p p0266 N77-15906 FAILURE MODES
An overview of US Army helicopter structures reliability and melioteinability
[ACARD R-813] p0064 N74 18882 PINITE DIFFERENCE THE DAY Flow analysis through numerical techniques -- application of finite difference solution to flow problems p0177 N76-31386 Specialists meeting on Faiture Modes of Composite Majarials with Organic Matrices and Their Consequences Computational techniques for boundary layers ... two nd three dimensional flow p0177 N76-31388 of presentited wind tunnels pO117 N79-28249
FBDSRATIONS
The International Faderation of Air Treffic Controllers
Associations (IFATCA) pO050 N75-32055
FBED 84975MS on Design [AGARD-CP-163] n0131 N78-23698 Difference approximations for time dependent problems 80,177 N75-31389 Failure criteria to fracture mode analysis of composite policy N75-23700 Dual hequency dichroic head performance — dual head system for microweve entennss p0172 N74-31895 Finite difference solutions for supersonic separated p0033 N78-17037 lemnetes
An experimental study to determine failure envelope of composite materials with tubular specimens under combined loads and comparison between several classical policy NY-8-32701 flows

PINITE ELEMENT METHOD

Use of optimality criteria methods for large state
p0196 N75-123EE Active flutter suppression nOX170 N7B-32008 Interia DO 132 N78-23701
Practical finite element method of failure prediction for omposite material structures DO 132 N78-23703
Consideration of failure modes in pol 133 N78-23710
Failure modes of composite materials with organic ERDBACK CONTROL

Reduced site opinion control laws p0248 N78-18260

Brief overview of some Air Force Flight Dynamics

Laboratory research efforts in aeroelasticity and serosecution - Real-billy englished of feedback control of florid

using scale models of a 8-52 arrorsh p0040 N78-24181

Benefits of flight simulation work for the definition, layout.

and verification with hardware in the loop, of the MRCA

flight control system. Practical finite element met composite material structures feiture prediction for p0132 N76-23703 Applications of finite element methods in fluid dyna-Failure modes of composite materies with organi-matrices and their consequences on design [ACARD-AR-86] pol 133 N7e-17212 PAR PIELDS Correlations between fer field acoustic pressure and flow characteristics for a single stroll p0285 N74-22847 Calculation of stress and strain distribution at critical locations, faking into account plasticity and craep p0187 N76-18484 Advances in engine burst centerment and finite element applications to battle-damaged structure [AGARD-R-648] P0073 N78-32183 Finite element applications to battle damaged structure p0073 N78-32185 Finite element method for through-flow calculations p0040 N77-12018 flight control system
FERRITES Correlations between termina acoustic processors to the policy of the po Magnetic particle testing ... nondestructive inspection of surface cracks in ferritic materials p019-8 74-23480 T E out 11 circular waveguide fetrite phases optimisation ... propagation modes and performance prediction p0170 N74-31681 p0222 N74-21718 Spectrum of loading of sucrett — disgrame of typical flight-load profiles for tactical and transport aircraft FIBER OPTICE FIRE CONTROL Optic-electionics --- application or summer to evoince systems (AdAMD-18-71) p0280 N78-10774 Propagation in curved multimode stadded fibras --- derivation of coupling coefficients for propagation modes in optical fibers policitions --- for data transmission p0213 N78-2088 Optical fiber applications --- for data transmission p0213 N78-26786 quipe (soliporotice) on institution Technical avaluation report on the Guidance and Control Panel Symposium on Pradition Weapon Delivery Systems Crack propagation laws -- development and application policy by the policy of the poli of fatigue crack growth equations
Fatilisate design procedures
analysis of crack growth rate and stress internation
effects on structural stability
p0183 N74-23424 p0063 X78-70673 [ACARD-AR-74] Precision weapon delivery systems [AGAND-CP-142] FIRE EXTINGUISHERS
Fire fighting signits for large eircraft fuel fires
Fire fighting signits for large eircraft fuel fires
Fire fighting signits for large eircraft fuel fires
DOG7 N78-14081
Characteristics of Halon 1301 dispensing systems for
pOG7 N78-14082
The extinction for th The prediction of crack propagation --- application of creck propagation prediction methods to sucraft structure crack propagation prediction methods to excent structure design pols N74-23428. Built-up sheat structures wings in pronedures for calculating residual strength of stiffened and unstiffened penels pols N74-23427. An example of a method for predicting failure in fattigue tie of cylindrical pressure vessels subjected to repeated internal pressure. PIRES STRENGTH Fracture behaviour and residual strength of carbon fibra composites subjected to impact loads p0132 N75-23708 FIELD ARMY SALLISTIC MISSILES Chalacteristics of Haton 1301 dispensing systems reincreate using fire protection pOO41 N78-14082
A laboratory test method of evaluating the extinguishing
afficiency of dry powders
FIRE FIRM TIME

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TIME Smell solid propellant rockets for field use [AQAND-CF-184] p0144 FIELD STRENGTH p0144 N77-11185 internal pressure pO194 N74-2343

A short survey on possibilities of fatigue life assessmen influence of topugraphy and atmospheric refraction in HF around-air communications n0284 N75-22080 The use of rockets against crash fires in sirport areas UHF ground-sit communications Fire fighting agents for large shretalf fuel fires p047 778-14078
The fighting agents for large shretalf fuel fires p047 778-14080
The extinction of alteralt treat tires p047 778-14081 of airpraft structures based on random or programmed of airorah structures and fatigue tests policy of the control of t GHTER AIRCRAFT
Formulating military requirements --- effect of military requirements on technical and design considerations poose N74-20404 On the design and evaluation of flight control systems.

System analysis for a battle-field at superiority lighter project with respect to minimum cost podes N74-31472.

Design optimization of the VAK 1818 and its evaluation based on results from the hardware realitation and test date.

Advancements in future lighter articles to the control of the c Alignate fire sefety [AGAND-CP-146] correlation
Specialists meeting on feeting in ancieft systems
[AGARD CP - (6.1)]
Freiting in helicopters p0.146 N78-22487
[AGARD CP - (6.1)]
[AGAR AGARD CP-166)
Ignition proofing of fuel tanks pDO46 N79-14084
Ignition proofing of fuel tanks with oxygen-deficient air obtained by diffusion through a semi-permeable memb-pDO46 N78 14088 n0048 N76-14088 p0046 N78-14084 | AGARD CP-161| p0146 N78-22487
| Firsting in helicopters p0146 N78-22487
| Comment on west of non-lubricated peace in tur| boms-bines | The influence of feeting on fatigue p0146 N78-22494
| Pradiction of sisting and fatigue damage and drack
| propagation in composite materials | p0131 N78-23699
| Specialists Meeting on Alloy Dasyn for Fatigue and Fire protection of fuel evatems in co Aircraft fire protection technology --- applied to aircraft sign p0047 N76-14077
Fire protection of military aircraft p0047 N76-14078 nitetions The team leaders role in design to to cost preliminary p0069 N74-32428 p0136 N76-19268 FIRES Wide-cut versus kerosens fuels Fire safety and other pperational aspects podds N76-14062 Pre dynamics of modern secret from a materials point yew (IGARD-CF-185)
Mechanical parameters (fatigue and toughtess) of certain policy policy N76-19274
Philal strength steel alloys policy N76-19274 Technical evaluation report on the AGARD Specialists Mechanical parameters transposed by the policy N76-19274
The development of fattgue/crack growth analysis loading Meeting on Design Against Fatigue (AGAND-AR-71) uoose N74-34488 Drivew
Upriumic effects in the setting of airplane crean files
DO048 N76-14084
Fire, fuel and survival acidents, 1855 - 1974
Passenger siteral cabin fires
P)XBD WINGS

A STORY OF THE POOR N76-14084
P)XBD WINGS GARD-AR-71|
Fretung of structures for modern VG fighters
p0148 N78-22489 specirs [AGARD N-640] Fatigue in composite naterials [AGAROR-8-38] p0134 N76-19487 p0134 N76-23367 p0134 N76-23367 p0134 N76-23367 p0134 N76-23367 p0134 N76-30208 particular LIPE DO199 N76-19487 A criterion for prediction of airframe integration effects on inlet stability with application to advanced fighter aircraft p0027 N78-23487 A guidance system for fixed or rotary wing stresh in approach and janding zones --- using time diveston multiplesting p0014 N78-30073.

Two new sensors and their possibilities in low cost heading reference systems --- for helicopters and fixact wing stresh p0061 N78-32188. ATIGUE LIFE
An anample of a method for predicting failure — fatigue
and of cylindrical pressure vessels subjected to repeated
internal plessure
A short survey on possibilities of largue life assessment
of arcraft structures based on random or programmed
fatigue less:

Technical evaluation report on the AGARD Specialists
Meeting on Dasign Against Fatigue — in fighter short

[AGARD-AR 7.1]

POGE N74-34438

Lifetime prediction methods for lesseld strengtature. Wing with stores flutter on variable sweep wing eiro-fi p0031 N78-28017 Hunzontal canada for two-axis CCV fighter control 1000ft N75-30033 Surviyable flight control system Active control developeding reference systems ··· for helicopters and fixed-wing craft p0061 N76-32166 Low cost self-contained solutions to the navigation man) flight test and application The affects of buffeting and other transposic phenomena on maneuvering combat aircraft [AGARD-AR-82] problem in rotary and fixed wing aircraft p0016 N76-14018 QARD-AR-82) Stability and control status for current fighters p0015 N76-14023 PLANE PROPAGATION LAME PROPAGATION
Numerical analysis of the inflammation pitses in a turbulent mixing boundary layer p0.148 N75-30363. A review of some theoratical considerations of turbulent Areas structure. Stability and control potential for future fighters p0018 N76-14024 monitoring
Philosophy of non-destructive inspection - fatigue life
p0188 N78-18459

P0188 N78-18459 COMED. A combined display including a fuel electronic facility and a topographical moving map display for use in fighter/attack aircraft. p0082 N76-17134 Philosophy of non-destructive inspection -- fatigue III6 di aircrafi structures 9018 N76-15459 Manual on fatigue of shucture Volume 2 Causes and prevention of structural damage Caption of st Kinetic energy of turbulence in flames p0148 N75-30366 Flama propagation in aircraft vent systems during poods N78-14086 Effects of buffeting and other transonic phenomena ... refuelling Flame spreading screes materials A review of fundamen-p0047 N76-14074 r fighter encies. Thermal problems in high performance strotati p0232 N76-27865 tal processes FLAME SPECTROSCOPY A comparison of model and full scale spinning characteris-a no the lightning p0106 N76-29249 A numerical spectroscopic technique for analyzing combustor flowfields p0148 N76-30386

A comparison of the lightning p0106 N70-avan-tice on the lightning p0106 N70-avan-Design lechnology for departure resistance of fighter p0106 N76-28250

ninum elloys p0136 N76-17228

Design of aluminum alloys for high toughness and high pO136 N76-19270

dynamic flows and p0183 N77-11234

mbet sirgrafi p0047 N78-14078

p0061 N76-32189

Leser Raman diagnostics of sero

E: A14 E &		
Kinetic energy of turbulence in Baines problem	CCV philosophy Semantils and uncertainty. The current of aircraft revolution by progress in the flight control.	influence of the noise on catecholamine excretion
solving	system p.0008 N75 30028	for flight craws p0226 N76 17796 The use of in-flight evaluation for the assessment of
[AGARD CP-184 PAPER 2] p013B N76 18252	Active control as an integral tool in advanced aircraft	Bircraw fitness
Protection from retenal burns and flashblindness due to	design p0008 N76 30029	[AGARD-CF-182] p0227 N78 19789
atomic Reals p0241 N77 12711	Impact of active control technology on stroraft design	Effect of increased atmospheric electricity on the blood
FLAT PLATES	of transport angusts p0009 N75-30032	Definition and measurement of perceptual and menta
Separation bubble produced by a shallow depression in	Active control technology A military amorati designer's viewpoint p0009 N75 30034	workload in aircrews and operators of Air Force weapor
a wall under lammar supersome flow conditions p0033 N76 17038	Application of advanced model following techniques to	systems, a status raport p0238 N76 25783
PLEXIBILITY RANGE TO THE PROPERTY OF THE PROPE	the design of hight control systems for control configured	Air operations and circardan performance rhythms
A low speed self streamlining wind tunnel	veluctes p0009 N75 30038	p0239 N76-25787 A conceptual model for operational stress
p0114 N76 25226	Survivable flight control system: Active control develop	p0239 N76 25791
FLIGHT ALTITUDE Commic radiation doses at aircraft altitudes	ment flight test, and application p0009 N75 30039	Common problems encountered in Isboratory scheming
p0732 N77 16729	Weapon delivery impact on active control technology	of USAF flight crews for latent coronary artery disease
FLIGHT CHARACTERISTICS	p0010 N75 30040 A quadrurerfundant digital flight control system for CCV	p0228 N76 27822 Warning systems in aircraft considerations for military
Technical evaluation report on AGARD Flight Machanics	application p0010 N75-00042	operations p0231 N76-27864
Penel Bymposium on Flight in Turbulence [AGARD-AR-67] NG064 N74-20639	Experience with the Concorde flying control system	Thermal problems in military air operations
General technical information survey of technical data	p0010 N75-30046	μ0231 N76-27863
on strotalt performance prediction p0084 N74-28446	Design of an entirely electrical flying control system	HT PATIGUE
A historical perspective for advances in flight control	p0011 N75-30047	Helicopler arcrew fatigus [AGARD-AR-69] pD222 N74 26632
systems p0103 N74-31430	Use of active control technology to improve ride qualities of large transport arrorals pool 1 N75-30080	Afforew excessment of the vibration environment in
Computer-aided design of control systems to make many requirements p0103 N74-31434	of large transport singlet pool 1 N75-30050. The C SA active left distribution control system.	halkoptara p0213 N78-27886
Potential payoff of new serodynamic prediction mat	p0011 N78-30051	The use of in-flight evaluation for the essessment of aircraw filmss
hods p0087 N74-31476	Mechanization of active control systems	[AGAND-G7-182] p0227 N76-19769
Critical review of methods to predict the buffet capability	p0071 N75-32103	FLIGHT FITNESS
of elicials [AGARD R-623] DO069 N78-10053	Hydraulia cuntrals for active flutter suppression and load	Medical requirements and examination procedures in
V/STOL aerodynamics proceedings of conference on	alleviation p0071 N75-32104	relation to the tasks of inday's aircrew Evaluation of the
V/STOL arcraft design, development, and flight characteris.	The data dasign and system integration aspects of	special senses for flying duties [AGARD-CP-182] p0209 N75-23084
lick	electronic amboine controls and displays p0081 N75-17131	Medical leguliements and examination procedures in
[AGARD CP-143] p0023 N76-13786	An integrated target control system p0111 N78-23285	relation to the tasks of today's arrorew. Comparison of
V/STOL aerodynamics A review of the technology p0023 N78-13786	The growing contribution of flight simulation to aircraft	examination techniques in neurology, psychietry and
Jet lift problems of V/STOL strotett p0028 N78-13811	stability, control and guidance problems	psychology with special emphasis on objective methods
US Att Force V, STOL alterate appodynamic prediction	p0124 N75-29288 A method for the guidance and control system evaluation	#nd assessment criteria [AGARD-CP-183] p0210 N75-24297
methods p0028 N75 13817	from the operational point of view p0124 N78-29289	Flight fitness and psycho-physiological behavior of
AGARD handbook (AGARD HANDBOOK-722 28 00-REV)	The use of a flight simulator in the synthesis and	applicant pilots in the first flight missions
BO262 N76-14632	evaluation of new command control concepts	p0211 N76-24304
Effects of surface winds and gusts on amoratt design	μ0124 N76-29291	Psychic health: A quantite negligeable in flying fitness special NFS 24308
and operation analysis of metagrological parameters for	Hallcopter air data measurement an airflow measure- ment system for flight control in air navigation	**************************************
Improved aircraft flight characteristics [AGARO-R-626] BD070 N75-16641	u0061 N76-32166	ancrew litraes
[AGARO-R-628] p0070 N75-16641 Impact on serodynemic design p0201 N75-16982	FLIGHT CREWS	[AGARD-CP-182] p0227 N76-19789
Compatibility of take-off and landing with mission and	Specific biomedical issues in the escripe phase of an	US Almy medical in-flight evaluations, 1965-1976 of flight fitness of flying personnal p0227 N76-19790
manneuvra performance requirements for lighter stressit	combat mishapa during Southeast Asia operations p0043 N74-2075F	of flight friess of flying personnel p0227 N76-19790 Accident experience of civilian pitots with static physical
p0001 N78-21221	Allotew survival training in the United Kingdom and	defects systuation of flight fitness p0227 N76-19791
A technique for enalysing the landing manusure arroraft performance during steep and two segment landing	northern Nurway for Arctic regions n0080 N74-33844	Fight fitness and plant contact tenses
approach p0002 N78-21228	Simulation and study of high workload operations	PLIGHT HAZARUS p0241 N77 12714
The influence of STOL longitudinal handling qualities on	psychophysiological effects on air crews [AGARO-CP-146] p0236 N75 12587	Technical evaluation report on AGARD Flight Mechanics
pilots' opinions p0002 N75-21228	Systems simulation: A global approach to sireraw	Panel Symposium on Flight in Turbulence
Status of input design for surgraft parameter identification p0006 N75-30009	workload computerment systems analysis	[AGARD-AR-87] p0084 N74-2083R
Comments on computation of account flight characteristics	p0236 N78-12588	Army subjustational accidents analysis of factors
computer programs for setermining ancraft stability	Alterew workload and human partermance. The problem facing the operational commander human component	Euntributing to helicopter accidents p0048 N74-20771 Eye protection, protective devices and visual aids
Herivatives p0007 N78-30023	in all Waspons system p0237 N78-12898	p0241 N77-12709
Persineter estimation of powered-lift STOL elegant characteristics including turbulence and ground effects	Endocine-metabolic indices of aircrew workload. An	foxiculaginal aspects in the investigation of flight
p0004 N76-50025	analysis across studies p0237 N75-12696	etcidents p0234 N77-17722
Estimation of electic enciets earndynamic paremeters	High workload tasks of ancrew in the tactical atrice, ettack and reconnelssance roles p0238 N75-12801	New concepts of visualization for aircraft and space
n000# N7#-3002#	and reconnelssance roles p0236 N75-12801 The air defence role pilot training in complex tasks	shuttles µ0104 N74-31441
Handling quality citizes development for transport strongly with fly-by-wird primary flight control systems	p0238 N75-12602	Flight tests with a simple head-up display used as a
p0009 N75-30038	Physiological costs of extended subgine command and	visual approach aid p0003 N78-21238
Current research on the simulation of flight effects on	control operations human performance and aleep	Electronic Arrborne Displays [AGARD-CP-167] D0078 N76-17107
the noise radiation of entraft engines, p0120 N76-25280	deprivation p0238 N75 12603 Survey of oursent cardiovascular and respiratory examina-	[AGARD-CP-167] p0078 N76-17107 Test impaint of modern afactronic airborne displays in
FLIGHT GLOTHING	tion methods in medical selection and control of single-	future eviation p0078 N76 17108
A comparison of recent advances in Dittah anti-G suit danger p0231 N76-27862	[AGARO-AG-196] p0222 N76 17079	Trends in technology in airborne electronic displays
Personal thermal conditioning p0232 N78-27869	An anthropometric survey of 2000 Boyel Air folios	μ0078 N76 17109
FLIGHT CONDITIONS	Alloraw, 1970/71	Performance requirements for sirborne multifunction display systems p0078 N76-17110
Low visibility approach of helicopters and ADAC airc	[AGARD-AG-181] p0222 N76 17936 Medical requirements and examination procedures in	display systems p0078 N76-17110 Efficient displayment and optimization of display layout
FLIGHT CONTROL	relation to the tasks of today's attoraw. Evaluation of the	by continuous techniqueopy p0079 N76 17 112
Advances at control systems proceedings of confer	special senses for flying duties	Integrated multi function cookpit display systems
ence on characteristics of aircraft control systems	AGARD-CP-152 p0209 N75 23084 Standardisation of impact testing of protective halmats	p0079 N76-17114
AGARO-CP-137 p0103 N74 31429	[AGARD-R 629] p0241 N75 23166	New electronic display systems for alignaft instrument
The digital amplana and optimal arrorati guidanca p0103 N74 31431	Afterew assessment of the vibration environment is	CRT's for electronic airborne displays
Some integrity problems in optimal control systems	helicopters p0213 N78-27686	p0079 N76-17118
pO103 N74-31432	Evaluating biodynamic interference with operational crews (0.216 NZR. 27207	Solid state flight matrument development
Application of modal control theory to the design of digital	Crawa p0216 N75-27707 Ride quality of craw manned military secrals	p00#0 N76-17120
Hight control systems p0103 1.74-31433	μ0216 N78-27710	Digital scan converters in airborne display systems
A design procedure utiliting prossesseds for coupled multifoop systems p0103 N74 31435	Treadmill exercise testing at the USAF School of	pOOS1 N76-17127
Use of advanced control theory as a design tool for vehicle	Aerospace Medicine Physiological responses in sircrew- men and the detection of latent coronery artery disease	Thermal management of flight deck instruments p0075 N77 16041
guidance and control p0103 N74-31437	[AGARD-AG 210] pi0222 N78-29738	The development of averalt matruments
F-16 Eagle Right control system p0104 N74 31440	Physiological parameters of exercise performance	p0082 N77 16051
On the design and evaluation of flight control systems p0104 N74-31442	p0222 N76-29737	FLIGHT LOAD RECORDERS
Restriction and flight tests of an integrated digital flight	Aucrew capabilities and limitations, p0016, N76, 14020 Frood prosoning observed with amplane crew and passeng	Instrumentation of two VAK 191 B aircraft with hight
cuntral system p0105 N74 31447	are depending on ambana operations, p0223 N76 14761	fond measuring systems p0200 N75 26589 FLIGHT OPTIMIZATION
The design and development of the MRCA autopolot	Invidence of infectious tropical diseases diagnosed on	The digital stiplans and optimal stretch duidance
p0105 N74 31449	flying personnel p0224 N76-1477()	p0103 N74 31431
8 52 control configured vehicles program	Effects of long duration noise exposum on hearing and	FLIGHT PATHS
p0105 N74 31452	health - proceedings on stress (physiology) of flight drews exposed to arrelatingise	The digital amplane and optimal ancraft guidance
Flight experience with an experimental alactrical prich rate-command/attitude-hold flight control system	[AGARD CP-171] p0228 N78-17788	p0103 N74-31431
p0105 N74 31453	The regidence of temporary and permanent hearing loss	Integrated flight control system for steap approach
Autostabilization in VTOL arroraft. Results of flight trials	among airorews exposed to long duration noise in maritime patrol aircraft — indies basistos of reconnaissance airc	p0105 N74 31454 Arroraft trajectory prediction data for ATC purposes
with SC 1 p0106 N/4 31456	pairos ascrait (noin trassida of reconstanance nic	p0061 N75-32064
finestigations on direct force control for CCV energit	[DCIEM-78-RP 1073] 00228 N76 17792	Navigation performance requirements for reducing route
Guilly approach and landing p0002 N78-21232	Paycho physical performance of Air Force techniciens	centerline spacing p0052 N75-32065
Guidance philosophy for military instrument fanding p0003 N75 21233	After long duration noise exposure - Indise hasside to fitalit crews? 60226 N78 12703	Inertial navigation and air traffic control
	might crews) p0226 N76 17793	p0052 N76 32072

SUBJECT INDEX		FLIGHT TESTS
Automation of local flow control and matering operations	Investigation of the landing approaches for a STOL arroralt	Advanced flight test instrumentation. Design and
in the enroute/transistion environmentp0085 N76 23204 The optimisation of traffic flow ground a network	using a flight simulator p0124 N76-29290 The use of a flight simulator in the synthesis and	calibration for determining performance and sircraft stability and control p0005 N75-30003
p0068 N78-23205	evaluation of new command control concepts	Sensors and filtering techniques for flight testing the VAK
The introduction of accurate angraft trajectory predictions in air traffic control p0085 N76-23206	p0124 N76-29291 Use of the flight simulator in YC-14 design	191 and VFW 614 arroraft vertical takeoff aircraft p0005 N78-30005
The STRADA landing trajectography system	p0124 N76-29294 Simulation in support of Right test p0126 N76-29297	Buffet flight test techniques p0017 N76-14027
p0111 N76 23288 Simulation of a visual aid system used for the piloting	Rader landmass simulator p0126 N76-29300	FUGHT TESTS AGARD Right test Instrumentation series Volume 8
of helicopters in formation flying p0125 N76 29301	The influence of visual experience and degree of styliza- tion on height and distance judgement in aircraft approach	Magnetic recording of flight test data - design and
FLIGHT PLANS The relative role of engine monitoring programms during	scenes p0125 N76-29302	performance of airborne tape transports (AGARDOGRAPH-180-VOL-8) p0077 N74-18833
development and service phases p0098 N75 31094	Digitally generated outside world display of lighting pattern used in conjunction with an aircraft simulator	Transonic buffet behavior of Northrop F-SA arroraft
FLIGHT RECORDERS Engine data recording on a phantom aircraft Results	p0126 N76-29303 Design and performance of the four degree-of freedom	[NASA-CR-140939] p0070 N78-10084 V/STOL serodynamics proceedings of conference on
obtained to date p0095 N/5-31096	motion system of the NLR research flight simulator	V/STOL encraft design, development, and flight characteris
Expanses with F-104G-FDRS avaluation with respect to engine diagnostics p0095-N75-31099	p0125 N76 29304 Feel force system with an inertip reduction depathlity	11C8 (AGAHD-CP-143) μ0023 N75-13786
FLIGHY BAFETY	p0126 N76-29308 Air combat maneuvering training in a simulator	Some DHC-5 Twin Ottel approach and landing asperience in a STOL system p0003 N75-21238
Integrated flight control system for steep approach p0105 N74-31454	p0126 N76-29310	isolating nozale atterbody interaction parameters and size
V/STOL sittraft control/display contept for maximum operational effectiveness p0106 N74-21488	WASI Wespon siming training simulator installation p0127 N76-29313	effects. A new approach flight and wind tunnel tests with A 7 secret: p0028 N76-23503
Required pilot cure and displays for takeoff and landing	Proficiency training of pilots and controllers participating	Reynolds number effects on beattail drag of exhaust
p0003 N75-21237 Local and regional flow metering and control	in RNLAF missions by the use of a simulator p0127 N26-29314	notities from wind tunnel and flight tests p0029 N78-23506
p0081 N75-32062	Mesearch into the visiting effectiveness of a full intesion flight simulator p0127 N75-29315	Methods used for optimizing the simulation of Concords
AGARD highlights, March 1976 [AGARD-HIGHLIGHTS-78/1] p0018 N76-20087	FLIGHT STABILITY TESTS	SET using flight test results p0004 N75-30000 Bensors and filtering techniques for flight testing the VAK
The place and role of medical services in flight safety study of the organization and means used in the French	AGARD flight test instrumentation services. Volume 1 Basic principles of flight test instrumentation engineering	191 and VFW 614 aircraft vertical takeoff aircraft
Air Forces p0233 N77-17713	application to large automated systems for initial flight tests of military and civilian aircraft	p0005 N75-3000R Design and evaluation of a symmetric flight test man-
FUSHT SIMULATION Simulation of high workload operations in air to air	[AGARDOGRAPH-180-VOL-1] p0077 N74-28933	neuvre for the estimation of longitudinal performance and
combat p023 : N76-12593	The users' requirements p0077 N74-25834 A comparison of model and full scale spinning characteris-	Stability and control characteristics p0006 N78-30006 Determination of stability derivatives from flight test
Test techniques, instrumentation, and data processing podes N75-12960	tics on the lightning p0106 N78-29249	results comparison of five analytical techniques
Requirement for simulation in V/STOL research sircreft programs p0026 N78-13820	Stall/apin test techniques used by NASA p0107 N75-29258	POCCE N75-30007 Five identification methods applied in flight test data
Digital real time simulation of flight p0248 N75-16293	YF-16 high angle of attack test experience p0108 N76-29265	· · · stability derivatives, sircraft performance
An experimental study of jet exhaust simulation p0039 N78-23501	US Nevy flight test evaluation and operational experience	p0006 N78-30008 Determination of aerodynamic derivatives from transient
Contribution of flight simulation tests to the study of turbiomachine control p0090 N78-23577	at high angle of attack p0108 N75-29266 FLIGHT STRESS	responses in manoeuvring flight p0006 N78-30011
Approach and landing sire, a fon bibliography	Air operations and uticadian performance rhythms p0239 N76-25787	Advancement in paramenter identification and stroteft flight testing p0006 N75-30012
Approach and landing air data introduction	Emotional stress and flying efficiency	A comparison and evaluation of two methods of extracting
Flaments of approach as Type 3 yalmulation	p0239 N75-25790 A conceptual model for operational stress	stability derivatives from flight test data using Newton Rephasin method pi0006 N78-30018
p0017 N76-14034	p0239 N76-28791	Determination of stability derivatives from flight test results by means of the regression analysis
External disturbances p0018 N76-14035 Aircraft characteristics p0018 N76-14036	FLIGHT STREES (BIOLOGY) Simulation and study of high workload operations	p0007 N78-30017
Visual and motion cuss p0016 N76-14037	psychophysiological effects on air crews [AGARD-CP-146] p0236 N75-12587	Estimates of the stability derivatives of a helicopter and a V/STOL strotal from hight data p0007 N76-30020
Simulation development, validation and pitol fearning p0016 N75-14039	Endocrine-metabolic indices of stronew workload. An	Rotorcraft derivative identification from analytical models
Concluding remarks p0018 N76-14039 Flight simulation using free-flight laboratory scale	analysis across studies p0237 N75-12596 Time dependence of the flight induced increase of free	and flight test data p0007 N78-30021 The efficient application of digital identification techni-
models p0121 N76-25288	unnary cortisol secretion in jet pilota p0237 N75-12597 Emotional and biochemical effects of high work-load	ques to flight data from a variable stability V/STOL
The effects of two stressors on traditional and engineering analogues of cognitive functioning considering hypoxia	in pilos iending performance p0237 N75-12598	alteraft p0007 N78-30024 Burvivable flight control system Active control develop-
and sleep deprivation in pilot performance evaluation p0240 N76-28793	The sir defence role pilot training in complex tasks p0238 N75-12602	ment, flight test, and application p0009 N78-30038 F-8 digital fly-by-wire flight test results viewed from an
Application of flight stress simulation techniques for the	Physiological costs of extended strooms command and control operations human performance and elsep	active controls perspective p0011 N78-30048
medical evaluation of strorew parametel p0229 N76-27826	deprivation p0236 N75-12603	The flight development of electronic displays for V/STOL approach guidence CL-84 and SC-1 arcraft
Flight simulation/guidance systems simulation [ABARD-CP-198] p0124 N76-29287	Studies on stress in existion personnel, analysis and presentation of data derived from a battery of measure	μ0013 N75-30066
The growing contribution of flight simulation to aircraft	ments p0229 N76 27828	Developmental micron laboratory test results using strapdown merital guidance and electrostatic gyroscopes
stability, control and guidance problems p0124 N76-29288	Survey on medical requirements and examination procedures for the prevention of traumatic and con-	p0014 N78-30076 Some experience in angine-troubleshooting with inflight
A method for the guidence and control system evaluation	traumatic osteoarthropathias due to flying activities p0229 N76-27832	rists, recorded in the F-104G with the leads-200
from the operational point of view p0124 N76-29289 Application of flight simulation to develop, test and	Halmet incunted aights and displays	### p0095 N78-31093 Buillet flight test techniques p0017 N76-14027
evaluate the F-14A automatic carrier landing system p0124 N76 29292	p0231 N76 27853 FLIGHT TEST INSTRUMENTS	Limitations in the correlation of flight/lunnel buffeting tests p0017 N76-14026
Simulation techniques and mathods used for the study	AGARD flight test instrumentation services. Valume 1	An experimental study of the influence of the joi
and adjustment of the automatic landing system on the Concords supersonic transport alterait p0124 N76-29293	Basic principles of Hight test instrumentation engineering ··· application to large automated systems for initial Hight	parameters on the afterbody drag of a jet engine nacelle scale model p0178 N76-16360
Simulation and simulator development of a separate surface attitude command control system for light aircraft	leats of military and civilian arroraft [AGARDOGRAPH 160 VOL-1] p0077 N74-25933	The use of in-flight evaluation for the assessment of
p0124 N76-29295	The users' requirements p0077 N74-25934	[AGAND-CF-182] p0227 N76 19769
Benefits of flight simulation work for the definition, layout, and varification with hordware in the loop of the MRCA	An induction into the design of flight test instrumentation	Atteraft/stores compatibility snalysts and flight testing p0111 N76 23290
flight control system p0125 N76-29296	systems ··· factors affecting the development and design of Hight test instrumentation systems: p0077 N74-28935	Optimization of free flight measurements for missiles
A joint pilot/tanding officer aimulation parformed to determine aircraft wave off parformance requirements	Metrological characterisings of a measuring channel fundamental characteristics of flight test instrumentation	μ0111 N76-23291 Experiences in flight testing hybrid navigation systems
p0125 N76-29298 On improving the flight fidelity of operational flight/	system p0077 N74 25936	p0058 N76-24204 Flight/ground testing facilities correlation
weapon system trainers p0125 N76-29299	Transducers design, development, and application of transducers in flight test instrumentation systems	(AGARD-CF-187) µ0119 N76-26266
Simulation of a visual aid system used for the piloting of helicopters in formation flying p0125 N76-29301	p0077 N74-28937	Flight measurements of helicopter rotor serofol characteristics and some compareons with two-dimensional wind
Developments in the simulation of atmospheric turbul	Signal conditioning processing of output of transducers used in flight test instrument systems p0077 N74-25938	tunnel results p0121 N76-25264
Simulation of patchy atmospheric turbulence, based on	Sampling and filtering data processing techniques for	A new experimental flight research technique. The remotely piloted argitans. p0121 N76-25287
measurements of actual turbulance p0126 N76 29307 Interactive computerzad air combat opponent	flight test instrument systems p0077 N74 28839 Calibration charactenetics and soulication of calibra-	Comments on wind tonnel/flight comparisons at high angles of attack based on SAC one-eleven and VC10
p0126 N76-29308	ting procedures for flight test matruments	experience p0122 N76-28290
Analysis of air-to-air initially requirements and weapons systems effectiveness in an air combat maneuvering	p0077 N74-25940 Technical aspents in the design of multi-channel data	Comparison of model and flight test data for an augmentor-wing STOL research augraft p0122 N76-25282
environment p0126 N76 29309 Application of manned air combat aimulation in the	collection systems p0077 N74 25941	Correlation of low speed wind tunnel and flight test data for V/STQL aircraft p0122 N76-28293
development of flight control requirements for weapon	On-board recording characteristics and application of flight test data processing equipment p0078 N74-28942	A brief flight-tunnel comparison for the Hunting H 126
delivery p0126 N76-29311 Development of a system for scoring simulated bombing	Telemetry - development and application of telemetry	jet flap ameraft p0122 N78-28294 Companion of aerodynamic coefficients obtained from
runs p0127 N76-29312	to flight test instrument systems p0078 N74-28843	theoretical calculations, wind turnel tests, and fight tests
FLIGHT SIMULATORS Evaluating measures of workload using a flight simula	Ground-based equipment - synctronization of ground- based and airboine data collection and processing sys	data reduction for the Alpha Jet arroraft p0122 N76-25295
p0237 N75 12591 Methods used for optimizing the simulation of Concords	tems p0078 N74-25944 Date processing - functional analysis of date processing	Flight measurements of the longitudinal serodynamic characteristics of a vectored thrust erroraft (HS-P1.1.2.7)
587 using flight test results p0004 N76-30000	systems used with flight test instrument systems	throughout the transition - (V/STOL sircraft)
Missile rader guidance leboratory p0112 N76-23302	μ007# N74-25945	p0132 N76 26296
		1.27

Comments on some wind tunnel		Fest techniques, instrumentation, and data processing	Three-dimensional flow calculation for a transmic
of the post-buffet behaviour of the H	p0123 N76-25297	p0089 N75-12960 Methods to increase engine stability and tolerance to	Compressor rotor p0041 N77-12019 Through-flow calculation procedures for application to
Swedish experience on correlation	s of flight results with	distortion p0090 N76-12961	high speed large turbines p0041 N77-12020
ground test predictions - for the SA	AB 37 airciaft p0123 N76-25299	Unsteady phenomena in turbomachinary	Design of turbine, using detributed or everage losses.
Flight/tunnel companson of the in		[AGARD-CF-177] pi0098 N76-25189	effect of blowing p0041 N77 12021 A critical review of turbins flow calculation procedures
mounted stores on the Buccaneer	aircraft	The nature of flow distortions caused by rotor tilade wakes p0097 N76 25173	p0041 N77-12022
Comments on mathematical mode	00123 N76-25300	Application of retor mounted pressure transducers to	Compressor design and experimental results pOO41 N77-12023
release trajectories including compar		analysis of inlet furbulance - flow distortion in Turbofan	Comparison between the calculated and the experimental
(prediction shalysis techniques for	jetnannig of external	engine inlet p0097 N76-25177	results of the compressor test cases p0041 N77 12024
stares) Comments on ward tunnel/ light co	p0123 N78-25301	Turbolan complessor dynamics during afterburner transmits p0098 N76-25183	Turbine test cases Presentation of design and experimental characteratics p0041 N77-12025
stores jetuson tests on the f. 104 S.	and G 91 Y arcraft	The effect of circumferential distortion on fan performance	FLOW EQUATIONS
	p0123 N76 25302	et two levels of blade loading p0098 N76 25184	Numerical methods for predicting subsome, transome and
Analysis of the companson betwee and wind tunnel tasts predictions for		The relationship between steady and unsteady special distortion — in turbocompressor intake flow	supersonic flow [AGARDOGRAPH-187] p0176 N74-28786
reaming transport amoraft	p0123 N76 26303	p0098 N78-25187	Stability and accuracy of numerical approximations to
Flight test methods for the study of		Transmission of circumferential inlet distortion through	time dependent flows pO177 N75-31390
Spin flight test of the Jaguat, Miss	p0108 N76 20262	a totor p0098 N76 28188	Unsteady contributions to steady radial equilibrium flow equations µ0098 N76-25181
ancraft	p0108 N78-29264	Multiple segment parallel compressor model for circum ferential flow distortion p0099 N76-25189	Through-flow calculations in axial turbomachinery. A
Simulation its support of flight test	p0128 N78 29297	The effect of turbulent mixing on the decay of smuspidal	technical point of view pOC40 N77-12018
US Air Force Helicopter operations program Past and present	p0073 N78-30211	inlet distortions in said flow compressors	Through-flow calculations Theory and practice in turbomachinery design p0040 N77-12017
Critical analysis of companions bet	ween flight test results	p0099 N76 25190	Finite element method for through-flow calculations
and ward tunnel test predictions in sub	phonic and supersonic	The response of a lifting fan to crossflow-induced spatial flow distortions p0099 N75-25191	μ0040 N77-12018
(NASA-TT F-17185)	p0073 N77-10049	The passage of a distorted velocity held through a descarte	Comparison between the valculated and the experimental results of the compressor test cases pOO41 N77-12024
FLIGHT TIME		of airfoils p0100 N76-25199	FLOW GEOMETRY
Air operations and circadien perfor	mance thythms p0239 N78-28787	Unsteady airloads on a cascade of staggered blades in	Thrust performance of porided lift-fens in crossflow ···
The time-of-light teas aremomete		subsonic flow p0100 N76-28200	effect of increasing cross flow velocity on threat detailgra- tion pOOS7 N74-20420
FLIGHT TRAINING		Theory of flows in compressible media with heat addi	Aerodynamic characteristics of an expelimental lifting
Onentation/dispreentation training	of flying personnet. A	liun	fan under crossflow conditions pOOBS N74-20425
Working group report [AGARD H:625]	p0238 N75-16306	[AGARDOGRAPH-191] p0176 N74-26822	Boundary layer calculation methods and application to serodynamic problems pOGB N74-26452
Administration of the Rossitiach	lests to a sample of	Experimental studies in a Ludwieg lube transonio innel p0109 N74-31736	FLOW MEASUREMENT
atudent pilots training apprenticeship impact of multivariate analysis on		Application of the gasometer storage concept to a	Theory of flows in compressible media with heat additions
and classification process	p0211 N75-24306	transonic windfilmed meeting the laws specification	tion [AQARDOGRAPH-191] p0176 N74-26822
Experience with electroencephalogi	aphy in applicants for	 pO109 N74-31737 Some observations on options for a large transonic 	Measurement in turbulent flows with chemical reaction
Bying training 1971 and 1972 On improving the flight fittality of	p0229 N76 27830	windtunnel p0108 N74-31740	p0149 N75-30374
weepon system trainers	p0125 N76-29299	A method for prediction of lift for multi-element airfoil avalens with separation p0024 N78-13807	Aerodynamic measurements in cascades p0176 N75-30472
Radar landmass simulator	p0126 N76 29300	Expansion p0024 N78-13807 Expansional high lift optimization of multiple element	Optical measurements in turbomachinery
All combat maneuvaring training is	n a simulator p0126 N76 29310	nufuls p0024 N75-13808	p0177 N78-30474
WAS! Weapon attaing training so		Abcraft dynamic response associated with fluctuating flow fields p0025 N75-22285	Unatesdy flow measurements in turbomachinery p0177 N75-30475
	p0127 N76-29313	flow fields p0026 N75-22285 Altifiame/propulsion system flow field literarance and	Unsteady phenomena in turbomachines, as revealed by
Proheiming training of pilots and co in RNLAF missions by the use of a s	entrollers participating	the effect on air intake and exhaust nozzle performance	visualizations and measurements p0097 N76-25178
an and the true of the ore of a s	p0127 N76-29314	p0030 N75-23508 Technical evaluation report on fluid dynamics panel	Results of measurements of the unstreety flow in exist subsome and supersonic compressor stague
Hesenich into the training effective	moss of a full mission	symposium on sinfisms/propulsion - a discussion of sit	μω ~97 N76-2517 <i>8</i>
flight simulator	p0127 N76-29315	intakes, nastle flow, and flow distribution	Detailed flow measurements during desiretal in extel
The design of fluenc, turbulent, s	wall attachment the	[AGARD-AR-81] p0093 N75-29114 Analytical and Numerical Methods for Investigation of	flow compressors p0 100 N78-28202 Helicopter air data measurement · · · an aliflow measure
flops	p0181 N76-21437	Flow Field with Chemical Reactions, Especially Related to	ment system for flight control in air navigation
PLOW CHARACTERISTICS Correlations between far field scou	also breaking and flow	Cumbustion	p0061 N76-32168 Applications of non-intrusive instrumentation in fluid flow
characteristics for a single airful	D0256 N74-22647	[AGARD-CF-164] p0147 N78-30369 A numerical spectroscopic technique for analyzing	research including Raman spectra, Laker Doppler
Later instrumentation for flow field		combustor flowfields p0148 N76-30366	Velocimeters, and electron beams, confetence proces-
[AGARDOGRAPH 186] Boundary layer calculation mathor	p0188 N74-23082	Supersome mixing and combustion in parallel injection	(ings [AGARD-CP-193] p0151 N77-11221
serodynamic problems	p0066 N74-26452	flow fields Computational mathods for inviscible and elementational mathods for inviscible the first state of the first state o	Applications of the laser Doppler velocimeter to measure
Attrodus wall boundary tayers in to [AGARD-AG-186]	p0176 N74-30827	three-dimensional flow fields	subsome and supersome flows p0151 N77-11223
Large windlumels. Required ch		[AGARD-L8-73] p0177 N75-31385	Development of photon correlation elemometry for application to supersonic flows p0152 N77-11231
performance of various types of trans	ionic facility	Flow analysis through numerical techniques applica- tion of finite difference solution to flow problems	Measurement of periodic flows using lasar Doppler
[AGARD R 615] Notes concerning testing time re-	p0109 N74 31733	pD177 N78-31388	correlation techniques p0162 N77 11232
and unsteady measurements	10109 N74 31736	Experimental facilities and measurement techniques	Models for calculating flow in axial turbomachinery p0040 N77-12014
Addendum to a survey of consists	ng wall constraints in	p0018 N75 32005 Flow field aspect of transonic phenomens	PLOW REGULATORS
transonic windfunnels Review of some problems related	BO109 N74-31739	p0018 N76-14021	Afterburning regulation concepts p0091 N75-23587 The ECT drive system A demonstration of its practicabili-
operation of low speed windtunnels			
		Contribution of the Institut fuer Angewendte Gestynamik	
addendum	for V/STOL testing.	of the DEVLR. Pore-Walter p0178 N76-16361	ity and utility p0113 N76-25215 FLOW STABILITY
[AGARD R 601]	p0110 N74 31741	of the DFYLR. Port-Walm p0778-N76-16361 The analysis of flow fields with separation by numerical matching p0034-N78-17045	rty and utility p0113 N76-25215 FLOW STABILITY Large windigmels Required characteristics and the
	p0110 N74 31741	of the DFVLR, Port-Wath p0178 N76-16361 The analysis of flow fields with separation unnerical matching p0034 N76-17045 Accompanion of methods used in interfailing lifting surface	ity and utility p.0113 N76-25215 FLOW STABLISTY Large windfurnels Required characteristics and the performance of various types of transonic facility
[AGARD 8 601] The flow around a wing with an ex A method for the naticulation of the	for V/STOL testing, p0110 N74 31741 stemal flow jet flap p0023 N78-13801 he flow field induced	of the DFVLR, Port-Watter p.0178 N78-16361. The analysis of flow fields with separation by numerical matching p.0034 N78-17045. A comparison of methods used in interteining lifting surface theory. [AGARD-R-843-8UPPL] p.0039 N76-23163.	rty and utility p0113 N76-25215 FLOW STABILITY Large windigmels Required characteristics and the
[AGARD 8 601] The flow around a wing with an ex	for V/STOL testing. p0110 N74 31741 klernal flow jet flap p0023 N78-13801 he flow field induced kto a cross flow	of the DFVLR Part-Walter p.0178 N76-16361 The analysis of flow fields with separation by numerical matching Adompaison of methods used in interfailing lifting surface theory [AGAHD-R-643-8UPPL] p.0038 N76-23163 interference and complainer lifting surface theory	ity and stitlity p0113 N76-25215 FLOW STABLISTY Large winditurnels Required observationing and the performance of various types of transonic facility [AGARD-R-518] p0109 N74-31733 Distortion included engine instability [AGARD-18-72] p0089 N78-12954
[AGARD R 803] The flow around a wing with an ex A method for the nelculation of it by a jot exhausting perpendicularly in	for V/STOL testing. p0110 N74 31741 sternal flow jet flap p0023 N78-13801 how field induced to a cross flow p0025 N78 13813	of the DFVLR, Port-Water p.0178 N76-16361. The analysis of flow fields with separation by numerical matching p.0034 N76-17045. A comparison of methods used in interfaming lifting surface heary. [AGARD-R-643-SUPPL] p.0038 N76-23163 interference and complanar lifting surface theories p.0038 N76-23164.	ity and utility p0113 N76-25215 FLOW STABILITY Letje windfurnels Required characteristics and the performance of various types of transonic facility [AGARD-R-615] p0109 N74-21733 Distortion induced engine instability [AGARD-L5-72] Methods to increase engine stability and tolerance to
[AGARD 8 601] The flow around a wing with an ex A method for the naticulation of the	for V/STOL testing. p0110 N74 31741 sternal flow jet flap p0023 N78-13801 how field induced to a cross flow p0025 N78 13813	of the DFVLR Part-Walter p.0178 N76-16361 The analysis of flow fields with separation by numerical matching Adompaison of methods used in interfailing lifting surface theory [AGAHD-R-643-8UPPL] p.0038 N76-23163 interference and complainer lifting surface theory	ity and utility p0113 N76-25215 FLOW STABILITY Let'ille windfurtnels Required characteristics and the performance of various types of transonic facility [AGARD-R-518] p0109 N74-31733 Distortion induced engine instability [AGARD-LS-72] p0089 N78-12954 Mathods to increase engine stability and tolerance to distortion
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[AGARO is 801] The flow around a wing with an exi- A method for the nelocilation of the electron of the electron of the electron of the electron of electron of the electron of electron of the electron of th	po V/STOL Testing. po110 N74 31741 sternal flow jet flap po023 N78-13801 he flow field induced to a cross flow po025 N78-13813 prentation configura- po025 N75-13814 flow po028 N75-13814	of the DFVIA: Port-Water p.0178 N76-16361 The analyse of flow fields with separation by numerical matching p.0034 N78-17045 A companison of methods used in interfaining lifting surface theory [AGARD-R-843-8UPPL] p.0038 N76-23163 interference and nonplaner lifting surface theories p.0039 N76-23163 The nonplaner kernel functions p.0039 N76-23165 Substrain methods p.0039 N76-23165 Substrain methods p.0039 N76-23167 Exit flow from a transcence companisor retor	ity and utility p0113 N76-25215 FLOW STABLISTY Large windturnels Required observationing and the performance of versions report transporter facility p0109 N74-31733 Distortion induced engine instability p0099 N78-12984 Methods to increase engine stability and tolerance to distortion. Mathematical incidality of compressor stability in steady and unsteady flow conditions p0097 N78-25186 (induction wind furnish performance. Test section flow
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[AGARO is 801] The flow around a wing with an exi- A method for the nelculation of the sequential of t	for V/STOL Testing. pO110 N74 31741 stemal flow jut flap p0023 N78-13801 he flow field induced to a cross flow p0025 N78-13813 p0025 N78-13814 flow p0025 N78-13813 p0026 N78-13814 flow p0026 N78-13824 stell p0026 N78-18080 dis flow p0028 N78-18080 dis flow p0028 N78-18080 dis flow p0038 N78-18080 dis flow p0038 N78-18081 p0038 N76-18081	of the DFVIR, Port-Wahn pD178 N76-16361 The analyse of flow fields with separation by numerosi exacting pO34 N78-17045 A comparison of methods used in interference and complaner lifting surface theories po39 N76-23163 interference and complaner lifting surface theories pO39 N76-23165 The nonplaner kernel functions pO39 N76-23165 Substance methods pO39 N76-23165 Substance methods pO39 N76-23165 Substance methods pO39 N76-23165 Exit flow from a transonic compressor report po39 N76-23165 Exit flow from a transonic compressor report po39 N76-23174 Results of measurements of the unatestly flow in axist subsume and supersonic compressor stages pO39 N76-25174 Low speed tunnels with tandem test sections A contribution to some design problems pO313 N76-28279 Flow properties of alotted walls for transonic test sections Air driven ejector units for engine similation in wind tunnel models Air driven ejector units for engine similation in wind tunnel models Office in the position of the p	ity and utility p0113 N76-25215 PEDOW \$27851117 Large windrumels. Required characteristics and the performance of various types of transonic facility [AGARO-18-15] p0109 N78-12954 Mathods to increase engine stability and tolerance to disortion. p0209 N78-12954 Mathods to increase engine stability and tolerance to disortion. p0209 N78-12954 Mathods to increase engine stability in steady and unsteady flow conditions. p0209 N78-12951 Mathods to increase engine stability in steady and unsteady flow conditions. p0209 N78-12951 Mathods to increase engine stability in steady and unsteady flow conditions. p0209 N78-12951 Mathods to increase engine stability in steady and unsteady flow conditions. p0209 N78-12951 Mathods with claim p0213 N78-25180 Noise and flow management in blowdown with tunnels. p0214 N78-25221 Experiments with a self-correcting wind tunnel p0214 N78-25225 The affect of finite test section length on well interference in 2-D verifitated wind turnels. p0214 N78-25225 The removal of wind tunnel panels to prevent flow breakdown at low speeds. VSTOL wind turnel model testing. An experimental assessment of flow breakdown using a multiple fan p0218 N78-25263 PEOW THEORY
[AGARO is 801] The flow around a wing with an exi- A method for the nelculation of it by a jot exhausting perpendicularly in Design and last of ejector thrust aug- tions. A literature survey on jets in cross: Remarks on fluid dynamics of the in Characteristics of 2 D unsteady tra Evaluation of calculation methor transion flow FLOW GRANTS General supports of data flow FLOW GRANTS General supports of data flow FLOW GRECOTION V/STOL defector doct profile stud- pressure gratient in closted flow of e- lift fam. FLOW DISTORATION Obstortion induced angine instabilit	for V/STOL Testing. pO110 N74 31741 stemal flow jut flap p0023 N78-13801 he flow field induced to a cross flow p0025 N78-13813 p0025 N78-13814 flow p0025 N78-13813 p0026 N78-13814 flow p0026 N78-13824 stell p0026 N78-18080 dis flow p0028 N78-18080 dis flow p0028 N78-18080 dis flow p0038 N78-18080 dis flow p0038 N78-18081 p0038 N76-18081	of the DFVIR, Port-Waln pD178 N76-16361 The analyse of flow field with separation by numerosi exacting pO34 N78-17045 A comparison of methods used in interference and complanar lifting surface theories pO39 N76-23163 interference and complanar lifting surface theories pO39 N76-23164 The nonplanar kernel functions pO39 N76-23165 Substance methods pO39 N76-23165 Exit flow from a transcence compassion reposition at transcence compassion reposition and supersonic compassion reposition in a transcence compassion reposition and supersonic compassion restaurable flow flow from the compassion of the unalsaying flow in axial substance and supersonic compassion stages pO39 N76-28174 Low speed tonnels with tandem test sections a contribution to some dealing problems pO113 N76-28230 Flow properties of slotted walls for transcence tast sections Air drives spectry units for engine simulation in wind tonnel models. Asymmetric secolynamic forces on attends it high angles of attack some design guides pO107 N76-28230 Optical measurements of thermodynamic properties in flow fields. A review po152 N77-11233 Cualitative and quantitatives flow field visualization flow fields.	Ity and utility PLOW 3 N76-25215 PLOW 3TABLETY Large windutinals Required obserce intica and the performance of various types of transonic facility [AGARD-R-518] p0109 N74-31733 Distortion induced engine instability and tolerance to distortion. Mathematical modelling of compressor atability in steady and unsteady flow conditions p0090 N78-12961 Mathematical modelling of compressor atability in steady and unsteady flow conditions p0097 N78-25180 (induction wind tunnel performance Test section flow quality and noise measurements blowdown wind tunnels. Noise and flow management in blowdown wind tunnels. P0113 N78-25219 Experiments with a self-correcting wind tunnel p0114 N78-25226 The effect of finite test section length on well interference in 2-D ventilated wind tunnels p0114 N78-25227 The removal of wind tunnel panels to prevent flow breakdown at low speeds. P0118 N78-2525 VSTOL wind tunnel model testing. An experimental essessment of flow breakdown using a multiple facility.
[AGARO is 801] The flow around a wing with an exi- A method for the nelculation of the sequential of t	for V/STOL Testing. pO110 N74 31741 element flow put flap p0023 N75-13801 he how field induced to a cross flow p0025 N75-13814 flow p0025 N75-13814 flow p0026 N75-13814 p0026 N75-13821 stall p0026 N75-13824 stall p0026 N75-12824 stall p0026 N75-12826 dis for 2 D unstancy p0038 N76-18080 p0038 N76-18080 p0038 N76-18080 p0038 N75-12944 stall p0038 N75-12944 stall p0039 N75-12944 stall p0039 N75-12954 stall p0039 N75-12954 stall p0039 N75-12954	of the DFVIR, Port-Walton The analysis of flow fields with separation by numerosis matching A comparison of methods used in interfacing lifting surface hearty [AGAHD-R-843-SUPPL] DO38 N76-23163 Interfacence and complainer lifting surface theories pO39 N76-23163 Interfacence and complainer lifting surface theories pO39 N76-23163 Subsonio methods	ity and utility p0113 N76-25215 PLOW STABLISTY Large windrumels. Required characteristics and the performance of various types of transonic facility [AGARO-18-18] p0109 N74-31733 Distortion induced engine instability. AGARO-18-18] p0089 N78-12954 Mathods to increase engine stability and tolerance to distortion. p0090 N78-12961 Mathematical modelling of compressor stability in steady and unsteady flow conditions. p0090 N78-12961 Mathematical modelling of compressor stability in steady and unsteady flow conditions. p0097 N78-25180 (induction wind tumel performance. Test section flow quality and noise measuraments. p0113 N78-25218 Noise and flow management in blowdown wind tuminals. Noise and flow management in blowdown wind tuminals. p0114 N78-25225 Experiments with a self-consociting wind tuminal p0114 N78-25225. The effect of finite test section length on well interference in 2-D verificated wind tuminals. p0114 N78-25225. The removal of wind tuminal pnals to prevent flow breakdown at tow speeds. p0118 N78-25253 YSTOL wind turnel model testing. An experimental essessment of flow breakdown using a multiple fan p0118 N78-25253 PCOW THEORY.
[AGARO is 801] The flow around a wing with an exi- A method for the nelculation of it by a jot exhausting perpendicularly in Design and last of ejector thrust aug- tions. A literature survey on jets in cross: Remarks on fluid dynamics of the it Characteristics of 2 D unsteady tra Evaluation of calculation methor transions flow FLOW CHARTS General superits of data flow FLOW CHARTS General superits of data flow FLOW CHARTS General superits of data flow FLOW OBJECTION VSTOL defector doct profile stud pressure gratient in dicited flow of e- lift fam. FLOW DISTORATION Distortion induced angine instabliot [AGARO LS 72] Introduction to distortion induced a Sources of distortion and compatit	for V/STOL Testing. pO110 N74 31741 sterred flow put flap p0023 N75-13801 he have field induced to a cross flow p0025 N75-13813 p0025 N75-13814 flow p0025 N75-13814 flow p0026 N75-13814 flow p0026 N75-13814 flow p0026 N75-13814 flow p0026 N75-13820 dis first 2 D unsteady p0038 N76-18080 dis first 2 D unsteady p0038 N76-18080 flow p0038 N76-18080 flow p0038 N76-18081 y p0089 N76-12984 p0089 N75-12984 p0089 N75-12984	of the DFVIR, Port-Waln pD178 N76-16361 The analyse of flow field with separation by numerosi exacting pO34 N78-17045 A comparison of methods used in interference and complanar lifting surface theories pO39 N76-23163 interference and complanar lifting surface theories pO39 N76-23164 The nonplanar kernel functions pO39 N76-23165 Substance methods pO39 N76-23165 Exit flow from a transcence compassion reposition at transcence compassion reposition and supersonic compassion reposition in a transcence compassion reposition and supersonic compassion restaurable flow flow from the compassion of the unalsaying flow in axial substance and supersonic compassion stages pO39 N76-28174 Low speed tonnels with tandem test sections a contribution to some dealing problems pO113 N76-28230 Flow properties of slotted walls for transcence tast sections Air drives spectry units for engine simulation in wind tonnel models. Asymmetric secolynamic forces on attends it high angles of attack some design guides pO107 N76-28230 Optical measurements of thermodynamic properties in flow fields. A review po152 N77-11233 Cualitative and quantitatives flow field visualization flow fields.	Ity and utility PLOW 3 N76-25215 PLOW 3TABLETY Large windutinals Required obserce intica and the performance of various types of transonic facility [AGARD-R-518] p0109 N74-31733 Distortion induced engine instability and tolerance to distortion. Mathematical modelling of compressor atability in steady and unsteady flow conditions p0090 N78-12961 Mathematical modelling of compressor atability in steady and unsteady flow conditions p0097 N78-25180 (induction wind tunnel performance Test section flow quality and noise measurements blowdown wind tunnels. Noise and flow management in blowdown wind tunnels. P0113 N78-25219 Experiments with a self-correcting wind tunnel p0114 N78-25226 The effect of finite test section length on well interference in 2-D ventilated wind tunnels p0114 N78-25227 The removal of wind tunnel panels to prevent flow breakdown at low speeds. P0118 N78-2525 VSTOL wind tunnel model testing. An experimental essessment of flow breakdown using a multiple facility.
[AGARO is 801] The flow around a wing with an exi- A method for the nelculation of the property of the propert	for V/STOL Testing. pO110 N74 31741 element flow put flap p0023 N75-13801 he how field induced to a cross flow p0025 N75-13814 flow p0025 N75-13814 flow p0026 N75-13814 p0026 N75-13821 stall p0026 N75-13824 stall p0026 N75-12824 stall p0026 N75-12826 dis for 2 D unstancy p0038 N76-18080 p0038 N76-18080 p0038 N76-18080 p0038 N75-12944 stall p0038 N75-12944 stall p0039 N75-12944 stall p0039 N75-12954 stall p0039 N75-12954 stall p0039 N75-12954	of the OFVIE, Port-Waln p0178 N76-16361 The analyse of flow field with separation by numerosi natching A comparison of methods used in interference and complainer lifting surface theories p038 N76-23163 interference and complainer lifting surface theories p039 N76-23164. The nonplainst kernel functions p039 N76-23165 gubsonic methods p039 N76-23165 p039 N76-23165 gubsonic methods gubsonic compressor in the p039 N76-23165 gubsonic and supersonic compressor stages p0097 N76-25174 Results of measurements of the unsteady flow in axial subsonic and supersonic compressor stages p0097 N76-25174 Low speed tunnels with tandem lest sections a contribution to some design problems p0113 N76-25270 Flow properties of slotted weals for transport estages p019 N76-25230 Air driver ejector untils for engine simulation in wind luminal modula. Asymmetric sendynamic forces on altered at high singles of attack some festing guides p0197 N76-29257 Optical measurements of thermodynamic properties in flow floats A range p0152 N77-11233 Qualitative and quantities flow float visualization flow floats policy flow calculations in axial turbomachinery p0040 N77-12013	rity and utility PLOWS 77-25215 PLOW STABLISTY Large windutinals Required obserced fibrics and the performance of various types of transonic feetility [AGARD-R-518] p0109 N74-31733 Distortion induced engine instability and tolerance to distortion. P0090 N78-12954 Methods to increase engine stability and tolerance to distortion. P0090 N78-12961 Mathematical imodaliting of compressor stability in steady and unsteady flow conditions p0097 N78-25180 (induction wind tunnel performance. Test section flow quality and noise measuraments. P0113 N78-26219 Noise and flow management in blowdown wind tunnels. Noise and flow management in blowdown wind tunnels. P0114 N78-25224 Adaptive wall transonic wind tunnels. P0114 N78-25227 The effect of finite test section length on well interference in 2-D verifiated wind turnels. P0114 N78-25225 The removal of wind tunnel panels to prevent flow breakdown at tow speeds. P0118 N78-25255 VSTOL wind turnel model testing. An experimental essessment of flow breakdown using a multiple far model. P0118 N78-25283 Theory of flows in compressible made with heal addition. P016 N78-25282

SUBJECT INDEX		
Flow analysis through numerical techniques - applica-	Fluidic sensors A survey p0180 N78-21431	Benefits of flight simulation work for the definition, leyout and verification, with hardware in the loop, of the MRCA
tion of finite difference solution to flow problems p0177 N78 31386	Fluidio standardization efforts p0181 N75 21443 Military applications in fluidics p0181 N75 21444	Right control system p0125 N70-29298
FLOW VELOCITY	Aerospace fluidics applications and circuit manufacture p0181 N76-21445	Interaction between pircraft structure and command and stability augmentation system p0200 N76-29660
A laser-dual focus velocimeter for wind tunnel applications pQ117 N76-25246	Fabrication requirements in fluidics tachnology	stability augmentation system p0200 N78-29660 PLYING PERSONNEL
Flow of solid particles in passs. Activities at the Von	p0182 N76-21448	Orientation/discrimination training of flying personnel A
Karman Institute for Fluid Dynamics p0183 N77 12386	FLUCRESCENCE Fluorescent and Rames scattering in particles	working group report [AGARD-R-626] p0238 N75-15305
PLOW VISUALIZATION Modern methods of texting rotating components of	p0205 N76-29831	Medical requirements and examination procedures in
turbomachines (instrumentation) Now visualization, laser	Fringe mode fluorescence velocimetry p0163 N77-11240	relation to the tasks of today's arrorew introductory remarks p0209 N75-23085
applications, and pressure serious [AGARD AG 207] p0176 N75-30471	FLUOROGARBONS	The role of vocal audiometry in the selection of navigation
Optical measurements in turbomachinery	Evaluated numerical data for the SST and chloroflaurocar- bos problems. A case study of how to help the engineer	personnel p0209 N75-23090
p0177 N78 30474	and the modellers pozer N77 18942	The importance of the dosage of thiogysnates in urine and blood of flying personnel for the prevention of diseases.
Phenomenological investigations of separated flow using hydrodynamic visualizations p0037 N76-17067	FLUTTER Active opatrol systems for load alleviation, flutter	of visual function p0209 N75-23092
Unatedy phonomens in turboniachines, as revealed by	suppression and ride control conference	Evaluation of the special senses for flying duties Perceptual abilities of Landing Signal Officers (LEGO)
visualizations and measulements p0097 N76-25175	[AGARDOGRAPH-176] p0102 N74-28550 Status of two studies on active control of aeroelastic	puz 10 1476-23063
Qualitative and quantitative flow field visualization utilizing laser-induced fluorescence p0153 N77-11237	response at NASA Langley Research Center	Air-to-air visual target acquisition p0210 N75-23084
Resonant Doppler velocimeter p0153 N77-11239	p0102 N74-25553 Active flutter suppression on wings with external storas	Microstrabismus in flying personnel idiagnosis and disposition) p0210 N76 23096
FLUID AMPLIFIERS A review of vortex diode and triode static and dynamic	pQ102 N74-28568	Asymptotic behavior of temporary threshold shift during
riesion techniques p0180 N76-21432	UK Jaguar external atora flutter clearance p0031 N78-28013	exposure to long duration noises ··· for flying personnel p0225 N76-17791
The turbulence emplifier Statio and dynamic characteris- tics p0180 N76-21433	Flutter of wings equipped with large engines in pod	US Army medical in-flight evaluations, 1965-1975
Analytic design of laminar proportional amplifiers	p.0031 N75-28014 Calculation of serodynamic loads on pacificating wing/	of flight fitness of flying personnel p0227 N78 19790
p0180 N76-21434 Experimental design of laminar proportional amplifiate	store combinations in subsonic flow p0031 N78-28018	Stress and paychic functions. Operations of flight craws and paratroops during perachute operations insittary
μ0161 N76-21438	Flutter suppression and structural load alleviation [AGARD-CP-175] p0070 N78-32098	psychology pO227 N78-19792
The effect of geometric and fluid parameters on statio performance of wall-attachment-type fluid amplifiers	Design considerations for an active suppression system	in-flight linear acceleration as a mean of vastibular prow
p0181 N76-21438	for lighter wing/store flutter p0070 N75-32097 Active flutter suppression p0070 N75-32098	evaluation and habituation motion sickness in flying personnel p0227 N76-19795
The design of fluenc, turbulent, wall attachment flip- flops p0181 N76-21437	Active control of empenhage fluiter p0070 N78-32099	POCUBING
Digital fluidic component and system design	Wind tunnel investigation of control configured vehicle systems p0071 N75-32100	Propagation of focused laser beams in the turbulant atmosphera p0205 N76-29835
p0181 N76-21438	Wind tunnel test of a flutter suppressor on a straight	Propagation of focused truncated laser beams in the
The fluid dynamics aspects of air pollution related to	wing p0071 N78-32102 Elydraulic controls for active fluiter suppression and load	atmosphere pO2D6 N76-29836
aircraft operations [AGARD-AH-55] p0202 N74-26104	alleviation p0071 N75-32104	FOR DISPERSAL For dispersal at airports, the state of the art, and future
Research in Germany on fluid-dynamics of air pollution	Technical evaluation report of AGARD Specialists Maeting on WingWith-Storas Flutter for attack aircraft	trands pooss N76-23216 FORKER AIRGRAFT
releted to atterate operations p0202 N74-36107 Technical evaluation report on Fluid Dynamics Panel	[AGARD-AR-96] p0039 N78-21163	Instrumentation of two VAK 191 B allocate with flight
Symposium on V/STOL Aerodynamics	Brief overview of some Air Force Flight Dynamics Laboratory research efforts in sercelasticity and sero-	load measuring systems p0200 N76-25569
AGARD-AR-78] p0176 N75-19585 Hemarks on fluid dynamics of the stell	acquatios feesibility energies of feedback control of flutter	FOOD Food poisoning observed with sirplane grew and passents.
p0026 N75-22282	using scale models of a B-52 aircraft p0040 N78-24181 Dynamic simulation in wind tunnels, part 1	ers depending on stiptene operations p0223 N76-14761
Applications of finite element methods in fluid dyna- mics p0178 N75-31392	p0120 N78-28275	FORCE DISTRIBUTION Force measurements in short duration hypersonic
Fluid dynamic analysis of hydraulic ram	Flutter ANALYSIS Flutter control by modification of an eigen value	(aprilities
p0198 N76-19474 Wind turnel design and testing techniques	p0102 N74-28554	Some fundamental principles p0032 N76-15020
(AGARD.CP-174) 00113 N76-25213	Specialists Meeting on Wing-with-Stores Flutter [AGARD-CP-162] p0031 N75-28011	Force balance techniques p0032 N76-16021
Fluid dynamic research at NASA Ames Research Center related to transonic wind tunnel design and testing	Calculation methods for the flutter of argraft wings and	Reynolds number effects on fore- and althody pressure
techniques p0119 N75-25267	external stores must pool N75-28012 Wing with stores flutter on variable sweep wing arc-	drag D0028 N75-23497
Tachings evaluation report on the Fluid Dynamics Panel Symposium on Wind tunnel Design and Testing Techni-	raft p0031 N76-28017	of Reynolds number effects p0180 N75-18371
an at	A parametric study of wing store flutter p0031 N78-28018	Asymmetric serodynamic forces on alreast at high angles
[AGARD-AR-97] p0127 N76-30238 Fluid Dynamics Panel Symposium on Flow Separation	Recent observations on external-store fluiter	PORGING
[AGARD-AH-98] 90182 N77-11367	p0031 N75-28019 Recent analysis mathods for wing-store flutter	Comparative evaluation of forged Ti-GAI-4V bar made from also produced by the REP and CSC processes
Fluide notch filters with biquisdratic transfer furc-	μO()31 N75-28020	ρ0141 N77-18172
tions p0181 N78-21441	Exploratory research on the seroelecticity of turbing blades and guide waves cascade wind turnel tests	
FLUID FLOW Some experimental observations of the reliaction of	p0097 N78-28178	FOURIER ANALYRIS
sound by rotating flow p0257 N74-22651	Preliminary results for single airful response to large nonpotential flow disturbances — considering turbocomp-	Fourier analysis and the correlation of speed With constationary aerodynamius p0020 N77-11985
Difference approximations for time dependent problems p0177 N75-31369	reasor inlet flow p0100 N78-25198	PRACTIONATION
Stability and accuracy of numerical approximations to	Structural dantification on the ground and in flight including command and stability augmentation system	Effect of sustained + G sub a acceleration on cardiac output and fractionation of cardiac output in awake
prine dependent flows p0177 N76-31390 Numerical solution of the Navier Stokes equations for	interaction	ministure switte pD221 N77 11660
compressible fluids p0177 N78 31391	[AGARD-n-646] µ0200 N76 29656 Digital time series analysis of flutter test data	FRACTURE MECHANICS Fracture mechanics of angraft structures > proceedings
Applications of non intrusive instrumentation in fluid flow research — including Raman spectra, Laser Doppier	p0200 N76-29858	of conference on structural characteristics, of siroraft
Velocimeters, and electron beams, conference proces	inflight flutter distribution of the MRCA p0200 N76-29659	components
dings [AGARD CP-193] p0151 N77-11221	FLUX DENSITY	Examples of airgraft failure - photographic tramples
The use of rotating radial diffraction gratings in laser	Experimental determination of single and multiple pole	
Dopplar velocimetry n0184 N77-11242 A three-compunent leser-Dippler-velocimeter	propagation faser transmission (firough shooptive pozo6 N76-2984)	Fracture regimes - analysis of linear elastic fracture
μQ154 N77 11248	FLY BY WIRE CONTROL	the one of treature marketing principles in the dealing
A review of research in the United Kingdom in the field of multiple flows of solids and gases p0182 N77 12355	A fty-by-wire flight control system for decoupled manual control p010-3 N74-31443	and analysis of damage tolerant arguaft structures
Collected works of Theodors VonKarman, 1982 - 1983	Application of digital fly by wire to fighter/attact	Bann annante in frantisca markening amilication of
FLUID MECHANICS	alicraft p0105 N74-31441	positestantive lasts for analyzing structural reliability
The mechanics of sound constated by furbulant flows	Ossign and flight experience with a digital lly-by-win control system in an F.B. silplane p0106 N74-31459	p0192 N74-23418 Resistance method procedure for determining
p0256 N74-22641 An account of the scientific life of Lidwig Prantil	Digital fiv-by-wire control system with selfdiagnosis	mechanical properties of construction materials
ρ0032 N76 17031		Summary of limitations factors which affect crack
Some current research in unsteady aerodynamics. A report from the Fluid Dynamics Panel p0099 N75-25192	with fly-by-wire primary flight control systems	propagation and structural stability p0193 N74-23423
FLUIDIC CINCUITS	μ0009 N78-3003	6 Fail-safe design procedures. Basic information management of crack prowth rate and stress intentity factor.
Fluidic sensors for turbujet engines: p0092 N75-23598 Signal analysis of fluidic networks: p0181 N78 21438	organism fly by wire control application	effects on structural stability p0193 N74-23424
Analog fluidic circuity Heview, critique and a 1999	μ0010 N75-3004	crank minostration medicing methods to allocal situation
operational amplifier p0181 N76 21440 Fluidic notes filters - with biquadratic transfer fune	Production design requirements for fly by wire systems p0010 N75-3004	
tsons pQ181 N76-2144	The Hunter By-by-wire experience Recent experience	electation residual strength of stiffened and unstiffened
Circuit models of passive pneumatic fluidic compensation networks possil N76 23442	and future implications p0011 N78-3004	8 08/36 N74-23427
Flow control circuits for toxic fluids p0182 N76 21440	F B digital fly-by-wire flight test results viewed from a active controls perspective p0011 N76-3004	The application of fracture mechanics in the development of the DC-10 fuseings — analysis of the degree of damage.
Development needs in flow control p0182 N76-2144	Heavy-lift helicopter flight control system design	polerance of fuseings pressure shall p0193 N74-23428
FLUIDICS	p0014 N/B-3007 Hydraulic controls for active flutter suppression and los	d strength of thick structures under plane strein conditions
Fluidica technology symposium [AGARD ACI-216] p0180 N75-2143		
		1-29

Aerospace pressure vessels analysis of structural	Freiting of structures for modern VG fighters	GAS DYNAMICS
failures to determine corrective measures p0193 N74-23430	p0146 N75-22489 Freiting in helicopters p0148 N75-22490	Current problems of optical interferometry used in experimental gas dynamics p0154 N77-11244
Outlook, future developments procedures required for developing fell-safe systems p0194 N74-23434	Fretting fatigue in literium helicopter components	GAS FLOW Turbojet engine das path analysis - A review
Experimental techniques for determining fracture tough-	p0146 N75-22491 Freiting in aircraft tuitane engines p0146 N75 22492	p0095 N78-31100
noss values applied to different specimen shapes and weld strength to is p0194 N74-23435	Comment on west of non-lubricated pieces in tur-	Laser Remail disignostics of aerodynamic flows and flames p0163 N77-11234
Nondestructs a testing (NDT) and fracture mechanics	tionsections p0148 N75-22493 The influence of fretting on fatigue p0148 N75-22494	Local measurement and proportional density of passous
assessment of integrity of aircraft components and struc- tures p0194 N74-23437	Surface distress of copper stoys in contact with steel	flow by Raman anti-Stokes coherant scattering p0183 N77-11238
Detection and determination of flaw size by accustic	under fretting conditions p0146 N75-22496	Flow of solid particles in gases
emission characteristics of acoustic amission instrumentation systems p0194 N74 23438	Design of pivots for minimum fretting p0147 N75 22498	[AGARD-AG-222] p0182 N77-12382 Gas flows withsolid particles. Research and development
Surface dys penetrants procedure for nondestructive inspection of surface cradic p0194 N74 23439	Effect of various material properties on the adhesive stage	in Germany pQ182 N77-12354 A review of research in the United Kingdom in the field
Magnetic particle teating nondestructive inspection	of freiting polymers p0147 N75 22800 Self-lubricating polymers p0147 N75 22801	of multiple flows of solids and gases: pQ192 N77 12365
of surface cracks in ferritio materials p0194 N74-23440 Flaw detection by means of holographic interferometry	Fretting wear behavior of a polysitoxene bonded solid	Flow of solid particles in gases. Activities at the Von Karman institute for Floid Dynamics. p0183 N77-12358
··· comparison of theoretical and experimental results of	futureant p0147 N75 22502 Fratting wear of steel in tubroating oils	Fundamentals and applications of pas-particle flow
nundestructive tests p0195 N74-23441 An analysis of a test fatigue failure by fractography and	p0147 N7B-22503	QAB GENERATORS
fracture mechanics · · · analysis of angine impeller failure during fatigue substantiation tasts p0198 N74-23442	Manual on fatigue of structures Volume 2 Courses and prevention of structural damage. Chapter 6. Freiting	Investigation of the lalative marits of different power plants for BTOL-strotals with blown hap application
Stress intensity factor solutions bibliography of reports	conosion damage in aluminium alloys	arraiyars of design requirements for self-sustained gas supply
on fracture mechanics and materials tests p0195 N74-23445	[AGARD-MAN-9-VQL-2] p0136 N76-17226 FRETTING CORROSION	systems poods N74-20406 QAB INJECTION
Fracture behaviour and residual strength of carbon fibre	Physics and metallurgy of fretting p0146 N75-22495	Concept and design of an injector driven pressurized
composites subjected to impact loads p0132 N75-23706 Optical methods for testing composite materials stress	New possibilities ultered by surface treatment in contrast to contact duringson p0147 N75-22499	transunic wind tunnel p0113 N76-25217 Induction wind tunnel performance. Test section flow
analysis and fracture mechanics p0133 N76-23707	FRICTION	quality and noise measurements p0113 N76-25218
Basic concepts in fracture machanius applied to design of aerospace structures p0188 N76-10460	Fretting of argraft control surfaces p0146 N75-22488	French contribution to serodynamics of gas-particle
The mechanical properties and design data for engineer- ing ceremics p0197 N76-16493	Fretting of structures for modern VO fighters	mintures p0182 N77-12353 GAE PRESSURE
Fracture mechanics of high temperature ceremics	pO146 N76-22489	Concept and design of an injector driven pressurized
FRASTURE STRENGTH	Comment on west of non-tubricated piaces in tur- burnschines p0146 N75-22493	transcrite wind tunnel p0113 N76-28217 GAS TURBINE ENGINES
Experimental techniques for determining fracture tough-	The influence of freiting on fetigus p0148 N75-22494	An ensigns of a test fatigue failure by fractography and
ness values ··· applied to different appointen shapes and weld strength tests p0194 N74-23438	New possibilities offered by surface treatment in contrast to contest correspon p0147 N75-22499	fracture mechanics analysis of engine impeller failure during fatigue substantiation tests p0195 N74-23442
Typical plane stram fracture toughness of alreaft	Self-lubricating polymers p0147 N76-22801	Test techniques, matrumentation, and data processing poces N78-12960
materials p0195 N74-23443 Fracture toughness test results · · · fabulation of mechani-	Fretting west behavior of a polysitoxane bonded solid lubricant pD147 N75-22502	Methods to increase engine stability and tolerance to
cal properties for ittanium alloys, aluminum alloys, and steels political po	FUEL CONTROL Engine control for harpoon massile system	distortion p0090 N75-12981 Power plant controls for asig-gas turbine engines
Failure criteria to fracture mode analysis of composite	p0090 N75-23580	[AGARO-CP-151] p0090 N78-23678
familiates p0132 N75-23700 Specialists Meeting on Alloy Design for Fatigue and	FUEL CORMOBION High energy composite double base solid propellants	Avidhermodynamic fautors governing the response rate of gas turbines p0090 N75-23576
Frantura Resistance	FUEL FLOW REQULATORS	Robability specification for gas turbing control systems appear N78-23681
[AGARD-CF-185] p0136 N76-19268 Basic microstructural aspects of aluminum alloys and	A digital controller applied to the limitation of reheat	The role of computers in future propulsion controls
their influence on fracture behaviour p0136 N76-19269 Design of alignmount alloys for high toughness and high	combustion roughness p0081 N75-23586 A new lightweight fuel control system for electrical inputs	PRAC A new sero gas turbine engine control concept
fatigus strength pO 136 N76-19270	··· considering gas furbina engines p0092 N76-23699	μOO91 N78-23884
Metallurgical aspects of fatigue and fracture in titalium alloys p0136 N76-19271	FUEL INJECTION Supersonia mixing and combustion in parallel injection	Helicopter angine control. The past 20 years and the next p0091 N75-23585
The affects of microstructure on the fatigue and fracture	flow fields p0149 N75-30371	Afterhurning regulation concepts p0091 N75-23587
of commercial titanium alloys pO138 N76-19272 FRAGMENTS	FUEL PUMPS Fumping system design related to fuel system apenifics-	Equilibrium performance analysis of gas turbine engines using influence coefficient techniques p0061 N75-23502
Probability of perforation of aircraft steuctures by angine	Fumping system design related to luel system specifica- tions p0092 N75-23600	using influence coefficient techniques p0081 N78-23892 Generalised dynamic engine simulation techniques for
PRAGMENTS Probability of perforation of arroraft attrictures by angina fragments po 198 N76-19479 PRANCE	Fumping system design related to fuel system specifica- tions pooB2 N78-23800 Advanced engine mounted fuel pump selvinology pooB2 N75-23801	using influence coefficient techniques pOOS1 N75-23592 Gameralized dynamic engine simulation techniques for ine digital computers pOOS2 N75-23593 Total powerplant simulation pOOS2 N75-23594
PRADMENTS Probability of perforation of aircraft atriotures by angine fragments PO198 N76-19479 PRANCE Injuries observed following high-speed elegitors in the	Funging system design related to final system specifica- tions — PoOSE 278-23800 Advanced engine mounted first pump technology pOOSE 278-23801 FUEL SYSTEMS	using influence coefficient techniques 30091 N73-23592 Cannestized dynamic engine simulation techniques for the digital comparers p0092 N78-23593 Total powerplant simulation p0092 N78-23594 Use of simulation in the cleage, development and feating
PRACHENTS Pobability of perforation of aircraft atructures by angine fragments Pobability of perforation of aircraft atructures by angine fragments PRANCE Injuries observed following high-speed ejections in the policy N75-32721 A new analysis of spin, based on French experience on	Funging system design related to final system apositions Advanced engine mounted final pump technology poops 2 N78-2360 FUEL SYSTEMS Bystems problems associated with the use of safety finals performance pools 2 N78-14063	using influence coefficient techniques 30091 N73-23892 Canaralized dynamic engine aimulation techniques for the digital companers p0092 N78-23893 Total powerplant simulation p0092 N78-23893 Use of simulation in the clesion, development and testing of power plant control systems p0092 N78-23898 I emitterature measurement for advanced past tubbre
PRACMENTS Probability of perforation of arroraft attructures by angina fragments pollular observed following high-speed ejectrons in the Franch Air Force pollular observed following high-speed ejectrons in the pollular observed following high-speed eject	Pumping system design related to final system apsolitions police 2 pt. 23800 Advanced engine mounted final pinap technology pOSB 278-23801 FUEL SYSTEMS POSITION SANDORS OF STATEMENT STATEMENT OF STATEMENT SANDORS OF STATEMENT SANDORS OF STATEMENT OF S	using influence coefficient techniques po041 N78-23892 Gassalised dynamic argine simulation techniques for the digital companers po042 N78-23893 Total powerplant simulation p0092 N78-23894 Use of simulation in the design, development and testing of power plant control systems p0092 N78-23898
PRADMENTS Probability of perforation of aircraft atriodures by angine fragments PO 198 N78-19479 PRANCE Injuries observed following high-speed elegitors in the French Air Force p0217 N78-32721 A new analysis of spin, based on French expertence on combat storath p0108 N78-29250 The place and role of medical services in flight safety study of the organization and means used in the French	Funging system design related to final system specifications. Advanced engine mounted final pump technology pools 275-2360 pools systems problems associated with the use of safety leaves performance. pool-6 N76-14083 Fire protection of final systems in combat shorted pool-7 N76-14076 public LTANKS.	using influence coefficient techniques [0001 N78-23892 Ganeralized dynamic engine simulation techniques for the digital comparers p0092 N78-23893 Total powerplant simulation p0092 N78-23893 Total powerplant control systems p0092 N78-23893 Temperature measurement for advanced gas tubine controls powerplant control systems p0092 N78-23897 Fluidic sensors for tubojet engines p0092 N78-23897 Fluidic sensors for tubojet engines p0092 N78-23897 A new tightweight fuel controls partial for setting input.
PRADMENTS Probability of perforation of aircraft atructures by angine fragments p0198 N76-19479 PRANCE Injuries observed following high-speed elegitons in the Franch Air Force p0217 N78-32721 A new analysis of spin, based on Franch expression and increfit p0108 N78-29260 The place and role of medical services in flight safety study of the organization and mean used in the Franch Air Forces p0233 N77-17713 PREE FLIGHT	Pumping system design related to final system apositions Advanced engine mounted final pump technology PURL SYSTEMS Systems problems associated with the use of safety finals Experimence processor of final systems in combal succept PURL TANKS Ignition proching of final tanks	using influence coefficient techniques in OOB 1 N78-23892 Gansariaed dynamic engine amulsinos techniques for the digital companers Total powerplant amulation pOOB2 N78-23893 Total powerplant control systems pOOB2 N78-23893 I emperature measurement for advanced gas tubine controls Findic assistor turbojat engines pOOB2 N78-23893 A new lightweight fuel control system pOOB2 N78-23998 A new lightweight fuel control system for electrical inputs considering gas turbine engines pOOB2 N78-23998 Pumping system delay reliated to fuel system specifica
PRACEMENTS Probability of perforation of aircraft atructures by angine fragments Probability of perforation of aircraft atructures by angine fragments PRACE Injuries observed following high-specif electrons in the French Air Forces DO217 N78-32721 A new analysis of spin, based on Franch experience on police N78-29780 The place and role of medical services in flight safety study of the organization and means used in the French Air Forces PREE FLIGHT Free Right techniques DO032 N78-16022	Pumping system design related to final system specifications. Advanced engine mounted fuel pumpi solutiology. PUEL SYSTEMS pO092 N75-23601 FUEL SYSTEMS problems associated with the use of safety fuels. — performance problems in combast secart po047 N76-14063 File protection of fuel systems in combast secart po047 N76-14076 FUEL TANKS po046 N76-14064 Ignition proofing of fuel tanks with oxygen-deficient air obtained by different neingless member permashed memb	using influence coefficient techniques [DOB1 N78-23892 Gansariated dynamic engine simulation techniques for the digital companers [DOB2 N78-23894 Discovering the digital companers [DOB2 N78-23894 Discovering the digital companers and teaming of power plant control systems [DOB2 N78-23898 Temperature measurement for advanced gas turbins controls [DOB2 N78-23898 A new rightweight fuel control system for electrical inputs in considering gas turbins engines [DOB2 N78-23898 Pumping system design related to fuel system specifications.]
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PRAMENTS Pobability of perforation of aircraft atructures by angine fragments Pobability of perforation of aircraft atructures by angine fragments PRAMES Injuries observed following high-speed ejections in the policy N75-32721 A new analysis of spin, based on French experience on combat atrusts The place and role of medical services in flight safety atudy of the organization and means used in the French All Folices POCOS N77-17713 PREE FLIGHT Free hight techniques POCOS N78-15022 Opinitration of free flight measurements for intestless gottl N76-23291 Flight simulation using free-flight teloratory scale models FREE FLIGHT TREE APPARATUS FIRST SIMULATION using free-flight latioustory scale models FREE FLIGHT TREE APPARATUS FREE PLOHT TREE APPARATUS	Pumping system design related to final system specifications. Advanced engine mounted fuel pumpi technology poOSE 2/15-23800 FUEL SYSTEMS Systems problems associated with the use of safety fuels performance poO45 N75-14053 Fire protection of fuel systems in combat sincerial poO47 N75-14053 Ignition proofing of final tanks with oxygen deficient at obtained by diffusion through a semi-permaphic membrane poO46 N75-14065 Oynamic mortaling of accraft fuel tanks arrived membrane under the poof N75-14055. On the spipicability of reticulated forms for the suppression of fuel tanks explosiones poO47 N75-14075. Fire protection of fuel systems in combat sized.	using influence coefficient techniques pOO91 N78-23992 Gansariated dynamic engine simulation techniques for the digital compares Total powerplant timulation pOO92 N78-23994 Use of simulation in the design, development and testing of power plant control systems pOO92 N78-23998 Tamperature measurement for advanced gas turbine controls Fluidic asiators for turbingle engines pOO92 N78-23998 A new rightweight fast control system for electrical inputs — considering gas turbine angines pOO92 N78-23998 Pumping system design related to fuel system specifications — pOO92 N78-2390 Advanced engine mounted fuel pump technology — poover plant controls for sero gas turbine angines — pOO92 N78-2390 Power plant controls for sero gas turbine angines — arciast engines—configuraces [AGARD-AR-80] Modern Reloot of testing rotating components of turbiomischines tenstrumentation — flow visualization, teser applications, and pressure sensors
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PRACE TYPE Probability of perforation of aircraft atructures by angine fragments Probability of perforation of aircraft atructures by angine fragments PRACE Injuries observed following high-specif elections in the Flench are force of the probability of probability of probability of the probability of the probability of the organization and means used in the Flench Air Forces PREF FLIGHT Fine flight techniques Optimization of free flight measurements for missiles Optimization of free flight measurements for missiles PREFIGHT TRET APPARATUS Flight simulation using free-flight laboratory scale models FREGUENCY ABSIGNMENT Channel saturation techniques for HF communications PREGUENCY ABSIGNMENT Channel saturation techniques for HF communications PREGUENCY CONTROL An increasing atom model used for forcesting in ratio communications are increasing atom models. Techniques for test-time HF obstined measurement and	Pumping system design related to final system apsolitions. Advanced engine mounted fuel pumpi technology poOSE 278-23800 PUEL SYSTEMS Experime problems associated with the use of safety fuels protection of fuel systems in combat secart poO45 N78-14083 (applicable problems associated with the use of safety fuels poO45 N78-14078 poO47 N78-14076 (applicable problems) poO46 N78-14084 (applicable problems) poO47 N78-14076 (applicable problems) poO47 N78-14076 (applicable problems) poO46 N78-14078 (applicable problems) poO46 N78-14084 (applicable problems) poO4	using influence coefficient techniques (2004) N78-23892 Gansariated dynamic engine annulation techniques for the digital companers Total powerplant tamulation (2002) N78-23898 Use of simulation in the design, development and teating uponer plant control system (2002) N78-23898 Temperature measurement for advanced gas turbins controls pO092 N78-23898 A new rightweight fast control system for electrical inputs — considering gas turbins engines (2002) N78-23898 Pumping system design related to fast system specifies tons — Advanced engine mounted fast pump technology Power plant controls for any goods N78-23898 [AGARD-AR-40] — po092 N78-23898 [AGARD-AR-40] — Modern methods of testing rotating companents of turbomachines instrumentation) — flow vasualization, teser applications, and pressure sensors [AGARD-AR-40] — po176 N78-30471 Applications, and pressure sensors [AGARD-AR-40] — po176 N78-30471 Optical measurements in turbomachines — po177 N78-30474 Unalsady flow measurements in turbomachinery — p0177 N78-30474 Unalsady flow measurements in turbomachinery — p0177 N78-30478
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PRACEENTS Probability of perforation of aircraft atriotures by angine fragments Probability of perforation of aircraft atriotures by angine fragments Probability of perforation of aircraft atriotures of page 1978-1979 PRACE Injuries observed following high-speed ejections in the French Air Force A new analysis of spin, based on French eigerlance of contact storaft probability of the organization and means used in the French Air Forces Process Process Process Process Process Pright techniques Pright simulation using free-flight telovatory scale models Present and process Present and process of the communications policy and process process of the process policy and policy are all process policy and policy are all process policy and policy and policy are all process policy and policy are all process policy and policy and policy and policy and policy are all process policy and polic	Pumping system design related to final system apselfications. Advanced engine mounted fuel pumpi technology. PURL SYSTEMS Systems problems associated with the use of safety fuels. - parformance - pood 8 N75-14053 Fire protection of fuel systems in combat sinceria. - parformance - production of fuel systems in combat sinceria. PURL TANKS - Ignition proofing of final tanks with oxygen-deficient at obtained by diffusion through a semi-permable membrane. Dynamic mortaling of sinceraft fuel tanks are permable membrane. On the applicability of reticulated forams for the supprasion of fuel tank systems in combat sincers. FURLES - Some aspents of an oke and furne evolution from varilested non-metallic materials. PURLES - The application of fracture mechanics in the development of the DC-10 fuellage - analysis of the degree of demage tolerance of fuellage pressure shell. District of the production of fracture mechanics in the development of the DC-10 fuellage - analysis of the degree of demage tolerance of fuellage pressure shell. District of fuellage pressure shell. DISTRICTARY - Comments on whild tunnel/flight correlations for external stores jettleon tests on the F 104 S and G 91 Y alrorations and the correlations of a stophastic systems with unspecified termination times.	using influence coefficient techniques in OO91 N78-23992 Gansarised dynamic engine armisions techniques for the digital compares poop 2 N78-23994 Use of simulation in the design, development and teating of providing the providing translation of the digital compares poop 2 N78-23984 Use of simulation in the design, development and teating of providing providing the poop 2 N78-23985 I emperature measurement for advanced gas turbins controls poop 2 N78-23985 I emperature measurement for advanced gas turbins controls poop 2 N78-23987 Fluidic sensors for turbojal engines poop 2 N78-23989 A new rightweight fast cultical system for electrical inputs in considering gas turbins engines poop 2 N78-23989 Pumping system design related to fast system specifies toris poop 2 N78-23990 Advanced engine mounted fast pumping technology Power plant controls for sero gas turbins engines poop 2 N78-2399 Advanced engine mounted fast pumping technology Power plant controls for sero gas turbins engines. [AGARD-AR-80] poop 2 N78-2399 [AGARD-AR-80] poop 2 N78-2016 [
PRACE TYPE TAPPARATUS Figure simulation using free-flight leboratory scale models PREQUENCY CONTROL An immediate of fire the simulation of the simulation	Pumping system design related to final system apselfications. Advanced engine mounted fuel pump technology. PURL SYSTEMS Systems problems associated with the use of safety fuels.	using influence coefficient techniques in OO91 N78-23992 Gansarised dynamic engine ambainon techniques for the digital compares Total powerplant simulation pOO92 N78-23994 Use of simulation in the design, development and testing of power plant control system to power plant control system poO92 N78-23997 Temperature measurement for advanced gas turbine controls A new rightweight fast control system for electrical inputs — considering gas turbine amplies pOO92 N78-23998 Pumping system design related to fast system species roise — considering gas turbine amplies pOO92 N78-23999 Pumping system design related to fast system species roise — pOO92 N78-23999 — Power plant controls for sero gas turbine angines — another engines—conferences [AGARD-AR-80] — Power plant controls for sero gas turbine angines—another engines—conferences [AGARD-AR-80] — Modern methods of testing rotating components of turbiomischines instrumentations — flow vasualization, teser applications, and pressure sensors — p0176 N78-30471 — Aenodynamic measurements in turbiomachines — p0176 N78-30471 — United of the proper point of the point of the point of the point of turbiomachines (as turbine superant point of the point of the point of turbine and pressurements in turbiomachines — p0098 N78-30473 — United of the system of turbiomachines p0098 N78-30474 — United of the system of turbiomachines p10098 N78-30474 — United of the system of turbiomachines p10098 N78-30474 — Turbine test cases — Preservation of design and esperimental distribution of turbine performance prediction — p0041 N77-12026 — Powder fabrication of fittra-renforced superality turbine blades — p0098 N78-31107 — An integrated reliability program utilized for arccast includes anglines — p0088 N78-31107 — p0147 N78-31107 — Condition of turbines of the past curbine anglines — p0088 N78-31107 — p0148 N78-31107
PRACEENCY SETS APPARATUS FIGURINO TEST APPARATUS FIGUR	Pumping system design related to final system apselfications. Advanced engine mounted fuel pump technology. PURL SYSTEMS Systems problems associated with the use of safety fuels.	using influence coefficient techniques in OO91 N78-23992 Gansarised dynamic angine armisions techniques for the digital comparers Total powerplant simulation Use of simulation in the design, development and teating of power plant control dyseams I power plant control system to selected gas turbine controls I power plant control system to selected inputs I considering use turbine angines pool N78-23998 I maying system design related to fuel system specifies to its system design related to fuel system specifies to its pool N78-23990 Advanced engine mounted fuel pump technology Power plant controls for sero gas turbine angines in acrost engines configuraces [AGARD-AR-80] Power plant controls for sero gas turbine angines in turbines engines in turbines of testing rotating components of turbines of the system specifies and pressure seasors [AGARD-AR-80] DO92 N78-30473 Aericylarinia measurements in turbinesichness AGARD-AG-207] Aericylarinia measurements in turbinesichness Applications, and pressure seasors pol 176 N78-30473 Unalizedy flow measurements in turbinesichness Artificial des turbines performance prediction polyge N78-28182 Cas turbine translent operating conditions due to an external blast wave impulse Power plant control for mittiple feut rilagonatics of gas turbine signess Pol 141 N77-12026 Provider fabrication of this areniforcal superating turbine indicts and marries gas turbines pol 41 N77-12026 Power plant conditions due to an pol pol 1 N72-2609 Turbine test cases. Presentation of design and esterins indictates and marries gas turbines. pol 241 N77-18070 Concitiution of the atmosphere in the gas turbine signes. pol 241 N77-18070 Condition and hot corrosion of commentals areleasily corrosion. Pol 241 N78-19410 An diston and hot corrosion of commentals specially corrosion.
PRACE TYPE TAPPARATIS Fight simulation using free-flight laboratory scaling models FREQUENCY CONTROL An induces observed following high-speed ejections in the french art Force A new enelysis of spin, based on French experience un combat strotch A new enelysis of spin, based on French experience un combat strotch The place and role of meritical services in flight safety study of the organization and means used in the French All Forces PRES FLIGHT Free flight techniques Optimization of free flight measurements for intistles politic transmission of free flight techniques PRES FLIGHT TREE APPARATIS Flight simulation using free-flight laboratory scaling models FREQUENCY ABBIGNMENT Channel estimation techniques for HP communications politic N76-2528 FREQUENCY CONTROL An ionospheric storm model used for forcesting — in radio communications politic N76-20316 FREQUENCY CONTROL An ionospheric storm model used for forcesting — in radio communications politic N76-20316 Selection techniques of the optimal frequency for data transmission through the lonosphere politic N76-20317 FREQUENCY MODULATION Interferences in frequency modulation systems Ostermination of aircraft derivatives by automatic perameter adjustment and frequency response methods politic N76-20317 FREQUENCY SHEFT The lass-dual-focus flow velocimister politic N76-20316 FREQUENCY SHEFT The use of roteling radial diffraction grainings in lass poppler velocimister politic N76-20322 FREQUENCY SHEFT KEYING Improvements to HF FSK data transmission politic N76-20322	Pumping system design related to final system apsolinations. Advanced engine mounted fuel pimpi technology. PURL SYSTEMS Systems problems associated with the use of safety fuels. — performance Fire protection of fuel systems in combat sizeration proof in the second selection of the systems in combat sizeration proof in the systems in combat sizeration of the systems in combat sizeration proof in the systems in combat sizeration of fuel tends with oxygen-deficient as obtained by different in through a semi-parasite membrane in the spike sizeration of sizeration proof in the systems in combat sizeration of the systems in combat sizeration of the systems in combat sizeration overlineated commutation materials in proof in the systems in combat sizeration overlineated commutation materials proof in the systems in the degree of sizeration of the systems in the systems in the systems in the systems in the systems of the degree of sizeration of sizeration proof in the systems in the systems of the sizeration of the systems in the systems of the sizeration of the systems in the systems of the sizeration	using influence coefficient techniques in OO91 N78-23892 Gansariated dynamic engine armialism techniques for the digital compares poop 2 N78-23894 Use of simulation in the design, development and teating of power plant control systems poop 2 N78-23895 Temperature measurement for advanced gas turbins controls poop 2 N78-23898 Temperature measurement for advanced gas turbins controls poop 2 N78-23898 A new lightweight fael control system for electrical inputs in considering gas turbins engines poop 2 N78-23898 Pumping system design related to fael system specifications poop 2 N78-23898 Pumping system design related to fael system specifications poop 2 N78-23898 Pumping system design related to fael system specifications poop 2 N78-23899 Advanced engine mounted fuel pumpi technology Power plant controls for sero gas turbins angines in arcials engines on onferences [AGARD-AR-80] Power plant controls for sero gas turbins angines in the properation of turbiomachines instrumentation in the properation of turbiomachines instrumentation in the properation of turbiomachines (AGARD-AG-207) Aerodynamic measurements in turbiomachines policies and pressure sensors [AGARD-AG-207] Optical measurements in turbiomachines policies of a system of turbins translant operating conditions due to a system of turbins translant operating conditions due to a system of turbins translant operating conditions due to policies and extensibles were imposed programs. Requirements for compressor and turbins performance produces produced aspectation picturbine system in programs produced system in testing policies (as policies) urbins translant operating conditions due to a policies and material characteristics. policies (as policies) urbins performance produces produced aspectation of filtra-renfotical superative furbins in the passing vibration of the atmosphere in the gas turbine explose of the policies

Manufacture of low cost P/M astrology turbine disks p0139 N77 15162 Safety fuel research in the United Kingdom p0048 N76-14:040 QUST LOADS Bibliography of papers and reports related to the gust Hene 95 powder metallurgy apportunities for gas turbine oplications p0140 N77 15166 Bioblights of key characteristics considered fundaments upset/pilot disorientation problems [AGARD R-818] iny navigation system that might be ish Army aircraft pO n0236 N74-19768 annications Effect of yew damper on leteral gust loads in design of the L-1011 transport p0102 N74-25551 investigations for manufacturing turbine discs of Ni-base superalloys by powder metallurgy methods p0140 N77 15167 UF research on seromautical effects of surface winds Error astimation for strain gauges with metallic measuring p0199 N76 25584 and gusts -- application to improving aircraft handling qualifies under turbulent conditions p0070 N78-15843 Creep of ceramic materials for gas tilibria applications poli43 N77-18183 DATHO BASED CONTROL ATC concepts
Conflict alent and intermittant positive control for positive and intolleros GASEOUS DIFFUSION
Ignition proofing of fuel tanks with oxygen-delicient air obtained by diffusion through a semi-permisable mamb-p0046 N76-14066 p0116 N76-28242 High frequency gust junnel Conflict alert and Internation p. 0051 N75-22060 ground based collision avoidance p.0051 N75-22060 Air traffic flow courtol major operational problems in controlling air traffic from a central facility p.0051 N75-22061 Design and operation of a low-apped guest tunnel politin N78-25243 GYRO HORIZONA Peripheral vision entificial horizon display 80215 N75 27703 0 3 58 5 Intermittent positive control. A group ound-based colleron p0055 N76 23208 Meanurement and analysis of smoke and toxic densi-Avoidance system: pound movement control pools N78-23211 resulting from the combustion of aircraft cabin firmaterials p0046 N76 GYROSCOPES pod46 N76 14071 Testing of precision intertial gyroscopes [AGARD\AG-192] p0184 N74-28098 GASTROINTESTINAL SYSTEM [AdARD:A0:192] poten my-assure The application of ring leser gyro fechnology to low-cost inertial navigation pool N78-32182 Two new senable and their possibilities in low-cost heading reference systems --- for helicopters and fixed-wing alturals Predictive techniques for wake vortex evolution Laboratory studies on chronic effects of vibration p0086 N78-23214 GENERAL AVIATION AIRCRAST OUND SEPECT
Ground effect on airfolis with flaps or jet flaps
p0028 N78-13815
Measurement of tilt rotor VTOL rotor wake-eithome
ground setodynamic interference for populosition to real time
flight simulation
Parameter setimation of powered-lift STOL size-aft Prelumnary design of pivil and imitary attoraft at Aviona Marcel Dassault-Breguet Aviation p0069 N74-32422 Performance assessment of the conditioning system for a evidence equipment bey of a small high substitute military GEOMAGNETIC LATITUDE characteristics including turbulence and ground effects pools N78-30025 GROUND EFFECT (ABRODYNAMICS) Channel fading on all mobile satellite communications is p0164 N78-20308 H-63 HELICOPTER H-53 night operations --- for rescue missions GEDPHYSICS DOD 12 N78-30088 Nonlinear affects in aircraft ground and flight vibration Instabilities and nunlinear processes in geophysics and strophysics p0157 N74-31620 H-126 AIRCRAFT 10415 A brief flight-tunnel comparison for the Hunting H 128 1 Rep elected p0122 N78-28284 estrophysics AGARD-R-6521 n0074 N77-18034 OFCRTACEHIC WIND int flan mireraft Effects of surface winds and gusts on situralt design and operation --- analysis of metaorological parameters for improved arough flight characteristics Observation of trisquierities in the sub-surgraf F region of the ionosphere through a backsositer technique and a Current status in asipepace medicine · · · conference on habitability of spacecraft environments and environmental mini-ratifieds station p0187 N76-20328

QROUND SUPPORT EQUIPMENT

Ground-based assumes D0070 N75-16641 IANARO R 6281 [ARIARO-R-628] DOUTO FIVE-100-1
Wind characteristics in the planetary boundary layer -analysis of wind conditions at White Bands Missile Range
New Meileo DOOTO N75-18642 LAGARD, CP. 1841 10216 N78.29123 Ground-based equipment --- synchronization of ground-based and alriborne data collection and processing sys-lems p0076 N74-25944 Habitability design in Europe's Apaceleb. A status nont pO216 N76-29724 Use of radioshinds data to derive atmospherio wind shear HANDWARE GROUND TESTS p0070 N78-18844 Some trends in heldware concepts for ATC computer Problems of noise testing in ground-based facilities with forward-speed simulation pD121 N76-26281 Beeding separates on correlations of fight results with ground test predictions of the SAAB 37 secret. mmrev Some informal comments about the research alteraft in Development of sylation accident pathology in the Federal public of Germany po233 N77.175.47 Head olearance envelops for ejection seats during negative G aub a impact sonteration p0043 N74-20780 HARRIEN AIRCRAFT the DFVLR p0123 N76 25289 ARRIBM AIRCRAFT
Pegeus signine operating experience in the Harrier
Aircraft — analysis of requirements for sureris engine for
V/8TGL close somblat application
po008 N/8-2013
Election experience from VTOL military aircraft
statistual analysis of spections from Harrier sites at
pi0044 N/8-20764 GROUND TRACKS ROUND TRACKS
Anjanus for avionics — conference on application of avionic artienties in Aerosal systems
[AGARO-CP-138] p0168 N74-31687
Employment of nearlield Cassegrain antannas with high efficiency and low sidelobes, taking the intelest-ground stations and the German Helios-telecommand station as examples — toroidel aperture and subseffectors for sidelobes. Experiments) study of vision dimining in an animal p0242 N77-12716 QLASS FINERS influence of fabrication parameters on the rupture of glass Comments on some wind tunnel and flight experience of the post-buffet behaviour of the Harrier strath p0 123 N76-28287 fiber reinforced plastics. p0132 N78-23704 Take-off and landing --- seminer on energif guidance.
sontrol, stability and flight characteristics during approach
and landing and takeoff
[AGARD-CP-180] p0001 N78-21219 p0172 N74-31696 GROUND WAVE PROPAGATION HAWKER SIDDELEY AIRCRAFT view of ground wave propagation over non-uniform
se pG283 N78-22087 An approach to design integration p0086 N74-31466 Flight tests with a simple head-up such approach aid p display used as a p0003 N78-21238 HAZABDE Surface Impedance of radio groundwaves over stratified e of exymptotic TTS ... noise threshold - human H0283 N78-22068 tolerances to noise hazards (industrial as GOGGLES sp(ety) uO226 N78-17790 Analysis of ground wave propagation over irregular, homographic pt. 00283 N75-22070 Helicopter Hight performance with the AN/PVS-5, night Inhomogeneous terrain HEAD (AMATOMY) Vaual side and sys protection for the system. (AGAND-CP-191)
Protection from retinal burns and fissibilindhess due to Ground-lose profits along a multi-section path of a sky seve p0283 N75-22071 Windblast Protection for the head by means of a fabric and po218 N78-32742
Mechanics of head protection po230 N78-27880 Propagation of a Loren pulse over irregular, in-homogeneous ground p0284 N78-22074 Head injury pathology and its climical, safety and administ rative algorithmana pO236 N77-17724 HEAD MOVEMENT umic flesh
USAF avistor classes HGU-4/P
History and present
state of development
HGU-4/P
History and present p0236 N77-17726 Spatial and temporal electrical properties derived from LF pulse ground wave propagation measurements p0284 N78-22076 The transmission of angular secoleration to the hit has assed human subject p0213 N75-HEAD-UP DISPLAYS Vision with the AN/PVS-5 night vision p0213 N75 27689 Ship-shore communication at short ranges p0108 N78-20319 elon goggle p0241 N77-12718 The impact of opto-electronics upon avionics — develop-ment and application of electro-optical equipment with possibly SOVERNMENT PROCUREMENT Estimation of programmes and costs for military airc GROUND-AIR-GROUND COMMUNICATIONS ment and application or election p p280 N78-10778 remphasis on system design p280 N78-10780 Head-up display optics— application to weapon aliving systems in military sincest p2250 N78-10780 Flight tests with a simple head-up display used as a p0003 N78-2123 p2003 N78-2123 hand and landing Influence of topography and atmospheric refraction in UHF ground-air communications p0254 N78-22080 p0068 N74-31484 GOVERNMENT/INDUSTRY RELATIONS Protein Information systems p0283 N74-27481
Critical analyses and laboratory research work at the stage aircraft preliminary design p0088 N74-31483 Flight test results of propagation experiments through homouseaux media p0255 N78-22081 Critical analyses and recommendation p0088 N74-31496 utilizate permitten p0088 N74-31484 p0088 N74-31484 inhomogeneous media Pagin value process of displays for takeoff and landing pool of the pool of th LEA interowave approach and landing system p0084 N78-23200 fi Canadian research and davelopment policies p0021 N77-14988 integrated navigation system. Multifunction --- digital Paripheral vision entificial horizon display p0215 N76-27703 tir-ground communications syste p0086 N76-23209 New electronic display systems for aircraft instrument GRAIN BOUNDARIES United States program to ICAO for a new non-visual approach and landing system p0055 N76-23217 hela pools HUD weapon siming system pools N76-17117
The type 864 HUD weapon siming system pools N76-17132 Control of grain structure during auperalloy powder potenting point N77-18189 processing GRAPHS (CHARTS) Advanced air traffic management system study p0087 N76-23222 Constitution of the atmosphere in the gas furbine on exhaust gase/gas analysis - graphs (charts) — 0129 N78-11247 Graphic area nevigation with VOR/VOR, and VOR/OME Characteristics of head-up display systems nOOB2 N76-17138 HIWORD Reliability growth modelling for evignics Helmet inpunted aights and displays p0180 N76-24604 pO231 N76-27853 p0000 N/8 32180 Illusory reliability prowth HO190 N76-24608 HEARING GUIDANCE (MOTION)
The growing contribution of flight simulation to surresh stability, control and guidance problems GRATINGS (SPECTRA) Migrowave induced acquatro effects in mammalian multiply systems p0218 N76-11689
ITS in this from a 24-hour exposure to an obtained of noise centered at 4 kHz --- itolise thresholds, human Differential formulas for diffraction problems in the sonance domain pD251 N76-22086 resonance domain The laser dual-focus flow velocimeter 18 n0124 N/6-29288 The use of rotaling rathal diffraction gratings in laser appler velocimetry p0184 N77-11241 p0184 N77-11242 (vitrational) A method for the guidance and control system evaluation on the operations point of view p0124 N76-29289 tolerances in sound waves n()225 N78-17788 AMB1.78.78.41 from the operational point of view HART DISEASES Doppler velocimetry

GRAVITATIONAL EFFECTS Night and All-Weather Guidance and Control Systems EARY DISEASES
The sincewment at increased risk of ischemic vacular chieses
Treadmill energies (eating at the USAF School of Aeropare Medicine Physiological responses in airosymmen and the detection of islant coronary artery disease [ABARIS-AG-210] 0222 N76-28738 for Fixed-Wing Alreraft IAGAND-CP-2111 The plus Gr protective methods for use in advanced fighter-attack altriach p021/ N75-29727 GREAT SRITAIN 00108 X77-72038 QUIDANCE SENSORS Renging guidance and designation p0185 N75-10835 An anthropoinatric survey of 2000 Royal Air force en artu inc. (1974) (IGARI)-A(210) puese inc. (IGARI)-A(210) puese inc GUIDE VANES Aliciew. 1970/71 [AGAND-AG-181] Exploratory research on the aproplasticity of turbina 00222 N28.17036 Electrocardiographic aspects of exactine testing po222 N75-29730 blades and golds waves --- cesuade wind tunnel lest An approach to the development of library and information B0097 N78-28176 networks with special reference to the Ul Helicopter avionids UK research programme p0017 N78-30089 00264 N76-23377 GUST ALLEVIATORS

Use of active control technology to improve ride qualities of large transport stresst pool 1 N75-30050

p0234 N77-17718

Histology in aircish acoldent reconstruction

Investigations of the blood vessels elastic expansion, heart	on helicopters effects of total modulation	High energy composite double base solid propellant: p0144 N77-11189
output, and heart thytim, based on the measurement of variations in the thoracic electric impedance	p0173 N74-31899 Fretting in helicoptais p0146 N75-22490	HIGH PREQUENCIES
pO230 N76-27834	Airgiew assessment of the vibration environment in	Dual frequency dichroic feed performance dual feed system for microwave antennes p0172 N74-31695
MEAT FLUX The invasurement of igniter heat flux in solid propellant	helicopters p0213 N75-27686	Introductory survey Potential applications of inosopheric
rocket maters p0144 N77-11192	Potential benefits to short-haut transports through use of active pontrols popularity 80000 N78-30030	modification to seconomy p0188 N74 31013 Resonance phenomena observed on mother-daughter
16AT PUMPS For dispersal at amports, the state of the sit and future	The guidence and control of V/STOL alreraft and	rucket flights in the auroral luncepherap0158 N74-31835
trends poo56 N76-23216	helimpters at night and in poor Visibility conference nights	Double cross modulation in the D-region p0198 N74 31841
IRAT RADIATORS	[AGARD-CP-148] p0011 N75-30082	Radig systems and the ionosphere
The problems of cooling high performance military aircraft p0074 N77 16032	The use of helicopter capabilities in bad weather needs	[AGAND-CP-173] p0184 N76-20302
HEAT RESISTANT ALLOYS	and requirements for future equipmentp0011 N75-30083. Requirements for operation of light helicopiers at right.	Narrowband HF communication systems for digital voice p0166 N76-20320
Prospect of directionally collidined extentic superalloys pO131 N76-11046	and in poor visibility p0012 N75-30058	HF transmission of numerical data - in tonosphere p0186 N76-20321
Processing of dispersion hardened materials pO187 N76-22782	Helicopter eviolitics. UK research programme p0012 N28-30059	Feasibility study of a HF sulenna with elliptical polarisa-
Production of supersilors from powders	Applications of low light television to helicopter opers	tion used for telegraphic transmission with very high
pQ187 N78-22783	tions p0012 N76-30061	speed p0167 N76-20326 HIGH GRAVITY ENVIRONMENTS
High temperature corrosion of serospace alloys · · · heat resistant alloys · metallography, oxidation	An optical radar system for obstacle syndence and terrain following for helicopters pQ012 N78-30062	The physiology of high G protection p0231 N78-27661
[AGARD-AG-200] p0129 N76-11244	It thermal imaging sensors for helicopters	Lubrication under extreme pressure p0147 N75-22487
Oxidation and hot corresion of commercial superalloys gas turbines/turbine blades pO129 N76 11249	Night vision integing system development for low level	HIGH SPEED
Trends in the application of advanced powder metallurgy	heliconter nilotace n0013 N75-30064	Two-dimensional shock wave-boundary layer interentions in high speed flows
in the agreepace industry pO138 N77-15153 Nickel superalloy powder production and fabrication to	Display for approach and hover with and without ground reference image enhancement p0013 N75-30057	[AGAND-AG-203] p0018 N78-32001
turbine discs p0139 N77-18161	New radio navidation side based on TACAN principles	Shedial topics - using two integrodifferential equations for shear stress and heat transfer p0016 N75-32003
Advancements in superalloy powder production and consolidation pO140 N77-18163	The nuclear landing aid for helicopters during the final	Injuries observed following high-speed ejections in the
lso-forging of powder metallurgy superalloys for advanced	approach phase p0014 N78-30074	French Air Force p0217 N75-32721 Feasibility study of a HF antenna with elliptical polariza-
turbine engine applications pO140 N77-15164 Control of grain structure during superalloy powder	Developments in the MADGE landing sid the mi- growave struckt digital guidence equipment system.	tion used for telegraphic transmission with very high
processing pO140 N77-18109	p0014 N7E-30076	speed p0167 N76-20325 HIGH STRENGTH ALLOYS
Powder fabrication of fibre-reinforced superalloy turbine blades p0141 N77-15170	Developmental micron laboratory test results using	High-strength powder-metallurgy cobait-base alloys for
Powder consolidation, part 2 pO142 N77-15178	strapdown inertial guidance and electrostatic gyroscopes pO014 N78-30076	Use up to 650 dag C p0141 N77-18171 HIGH STRENGTH STEELS
HEAT SINKS	Automatic Inspection, Diagnostic And Prouncetic System	Mechanical parameters (fatigue and toughness) of certain
Aviente cooling and power supplies for advanced sing- raft	(AIDAPS): An automatic maintenance tool for helicop- ters p0094 N75-31088	very high strength steel slicys pi0137 N76-19274
[AGARD-CP-198] p0074 N77-18031	Vibration diagnostics in helicopter power trains	Low cycle high temperature fatigue In aircraft jet
HEAT TRANSFER	An angine enalyzer program for helicopter turbosheft	engines: conference proceedings
Theory of flows in compressible mades with heat addi-	asswerstants 60096 N75-31101	[AGARD-CP-188] p0198 N78-10497 Problems of low cycle high temperature fatigue in aircreft
[AGANDOGRAPH-181] p0176 N74-26822	Chingerlays of visual performance of monocular and binocular eviators during VFR helicopter flight	let engines butter to see
HEAT TREATMENT	p0227 N76-19793	An overview of high temperature metal fatigue: Aspects covered by the 1973 international Conference on Creep
Fundamental considerations in the design of terrous allows austentituing phase in heat treatment	Unsteady serodynamics for example, in helicopters [AGARD-R-848] p0039 N76-24146	and fatigue p0185 N75-10489
p0136 N76-19273	Unatendy appodynamics of helicopter blades	Precision in CCHTF testing of shuraft jet angines p0185 N75-10490
HEAVY LIFT HELICOPTERS Heavy-lift helicopter Hight control system design	Aviator performance Biomedical, physiological, and	The effect of cycle parameters on high temperature low
p0014 N7B-30077	navological assessment of pilots during extended helicop-	uyule fatigue in siroraft jet angines pC188 N78-10481 Lifetime prediction metliude for elevated temperature
New technologies and maintenance of historopters	ter flight p0228 N76-27827 Helicopter escape and survivability p0231 N76-27880	fatigue · · · in strotaft jet engines p0166 N75-10493
p0088 N74-31478	Simulation of a visual aid system used for the piloting	Design procedures for elevated temperature low-cycle
Fratting fatigue in titanium helicopter components p0148 N75-22491	of helicopters in formation flying p0125 N76-29301 The influence of the atmosphere between helicopters and	fatigue · · · as applied to aircraft jet engines p0186 N75-10494
The structural design process for helicoptars with	ground-targets on the downward and upward visibility	Requirements for and characteristics demanded of high
emphasis on the zotor p0072 N76-17098 Helicopter design intesion load speatrs	Mission spectra for the computation of life appearances	temperature gas turbine components p0130 N75-11035 Directionally solidified composite systems under evalua-
(A()ARD CF-208) D0072 N76-30207	for helicopter parts p0072 N78-30208	tion p0130 N78-11042
The impact of helicopter mission spectrs on fatigue considering rotor system p0072 N76-30209	Inexpensive system of multiple begon localization for helicopters p0080 N78-32181	Oxidation, hos corrosion and protection of directionally solidified autectic alloys p0131 N78-11044
Helloopler design mission load apputre	Lightweight Coppler navigation system design ensiys is	solidified autectic alloys p0131 N75-11044 High temperature corrosion of aerospace alloys heat
HELICOPTER ENGINES	and performance prediction p0061 N76-32164 Doppler raders for low-dust, medium accuracy navigation	resistant alloys - metallography, oxidation
Halicopter engine control. The past 20 years and the	in helicopters p0061 N76-32165	[AGARD-AG 200] p0129 N78-11244 Oxidation and hot corrosion of commercial superelloys
HELICOPTER PERFORMANCE	Two new senson and their pussibilities in low obst treating reference systems for helicopters and fixed-wing	gss turbines/turbine blades p0129 N76-11249
Helicoptor operational loads spectrum and design	sitersit pool N76-32166	Medianical properties of caramics for high temper-ture
(AUARD-H-622) p0089 N74-33449	Hulicopter air data measurement an autiow measure-	πρφίατίσης [AGARD-R-851] μ0143 N77-16182
Importance of helicopter dynamics to the mathematical	ment system for flight control in air navigation p0061 N70-32169	HIGH TEMPERATURE TESTS
model of the helicopter p0007 N75-30019	Low cost self contained solutions to the navigation	Survey of sotivities in the field of low cycle high tempera- ture setious - Critical report
Low visibility approach of helicopters and ADAC sircinst pools N75-30060	problem in rotary and fixed wing allcraft pp081 N76-32169	[AGARD-R-618] p0192 N74-21849
Helicopter flight performance with the AN/PVB-5, night	An optimally integrated projected map nevigation system p0082 N76-32176	HISTOLOGY
vision gaugles — used by alteraft pilots p0227 N78-19794	Patal helicopter accidents in the United Kingdom	Histology in sirarsh accident reconstruction p0234 N77-17716
HELICOPTER TAIL HOTORS	0235 N77-17720ر	HISTORIES
Clarification of a fatril helicopter ground accident through forensic medical mothods p0236 N77-17727	Fourth advanced operational eviation medicine course [AGARD-642-BUPPL] pO235 X77-72034	The AGAND history, 1952 - 1976 [198N-92-835-1206-5] p0021 N77-16984
HELICOPTERS	HELMETS	HOLOGRAPHIC INTERFEROMETRY
Technical evaluation of the Aerospace Medical Parial	Standardisation of impant testing of protective helmets [AGARD-R-629] p0241 N76-23166	Flaw detection by means of holographic interferometry comparison of theoretical and experimental results of
Specialists Maeting on Escape Problems and Mallocuyres in Combat Aircraft p0043 N74-20757	Helmet mounted sights and display systems p0212 N75 28762	
Advanced concepts for rotary wing and V/STOL aircraft	Mechanics of head protection p0230 N76-27860	HOLDERAFHY
escape systems p0044 N74 20766	Helmet mounted sights and displays	Later instrumentation for now field diagnostics
Helicopter personnel survivability requirements p0044 N74-20767	p0231 N76-27853 Integration of aviators eye protection and visual side	Holographic storage of optical images and vigualization
Paraclute ascape from helicopters p0044 N74-20788	DO241 N77-12710	
Human factors aspects of In-flight escape from helicity- lers p0044 N74-20769	Ventricular pathology in swine at high sustained + G sub	
Escape measures for combat helicopter craws	μO220 N77-11646	field from laser technology
p0044 N74-20770	HEMOSTATICS Control of hemostatic disorders in Air Force personnel	[AGAR'3-AR-65] pO186 N78-17656 Holpgraphic methods pO189 N76-18476
Army sutorotational accidents analysis of factors contributing to hallcoptty accidents p0045 N74 20771	DO229 N76-27833	Holographic manage and retrieval system
in-flight engage system for heavy helicopters	H#8-320 AIRCRAFT Digital fly-by-wire control system with selfdiagnosing	p0200 N77-16943
p0048 N74-20772	fallura detection p0105 N74-31451	Missile rador guidance laboratory p0112 N75-23302
Helicopter sircrew fetigue [AGARD-AH-69] p0222 N74-26632	MIERARCHIES A language for the specification of real-time domputer	HORIZON SCANNERS
HF anisons systems for small simplenes and helicopters	beseif systems pO246 N75-16270	The Malculm Horizon pilot performance
selection and installation of antennes p0170 N74-31975	Date banks and networks for engineering design purposes p0264 N75-23370	HORN ANTENNAS
Problems of long linear arrays in helicopter bisides	HIGH ALTITUDE ENVIRONMENTS	Development of an E-band duel mode hom for teld metry
considering beams scarmed by rotating blades p017.1 N74-31684	Radiobiological problems of high attitude flights (below 28 km) p0233 N77-1873	reception up the 100 M Effetsberg radio telescope paraboloid antenna feed system p0172 N74-31697
port it is an income	•	

HOT MACHINING	Map displays p0231 N75-27856	HUMAN RESOURCES
Performance and economics of HIP equipment in industrial uses p0139 N77-16168	Simulation of a visual aid system used for the piloting of helicopters in formation flying p0125 N75-29301	AGARD bulletin, meetings, publications, and mambers- hip
Process and economic considerations for production scale	Visual presentation of cockpit information including	[AGARD-BULL-76-1] p0272 N76-18037
hot isostatic pressing squipment p0139 N77-15159	special devices used for particular conditions of flying [AGARD-CF-201] p0082 N77-16050	HUMAN TO BRANCES
Notes on some economic aspects of HIP p0139 N77-15160	The development of eneralt instruments	Man at high sustained + Gz acceleration [AGARD-AG-190] p0223 N74-21718
HOT PRESSING	p0082 N77-16051 Evaluation of cockpit lighting p0083 N77-16052	Thermogenetic mechanisms involved in man's fitness to resist cold exposure metabolic response and thermoreo-
Performance and economics of HIP equipment in industrial uses p0139 N77 15188	The presentation of cartographic information in projected	ulation pO049 N74-33535
Process and economic considerations for production scale	map displays p0083 N77-18057 A theoretical framework to study the effect of cockpit	Introduction to winter survival winter survival shelter
Notes on some acunomic aspects of HIP	information p0083 N77-16059	engineering pO049 N74-33537 Cold Physiology, protection and survival
p0139 N77 15100	Advancements in Retrieval Technology as Related to Information Systems	[AGARD-AG 194] p0236 N75-10706
Some comments on the mechanical properties of HIP titanium p0141 N77 *5173	[AGARD-CP-207] p0286 N77-16930 Recent experiment/advances in sylution pathology	Effects of transient vibrations on human safety and performance p0213 N75-27591
Hot isostatic pressing of Ti-6Al-4V powder forging	[AGARD-CP-190] p0233 N77-17710	USAF non-combat ejection experience 1966-1973
preforms p0141 N77-18174	Development of aircraft accident investigation program at the Armed Forces Institute of Pathology	incidence distribution, significance and mechanism of fiall injury · · · related to serodynamic forces
Weldability of hot isostatically pressed prealtoyed titanium 6AI-4V powders p0141 N77-15176	p0233 N77-17711	pO217 N76-32717
HOVERING	Development of svistlo-incident pathology in the Federal Republic of Germany p0233 N77 17712	TTS in man from a 24-hour exposure to an octave band of noise centered at 4 kHz noise thresholds, human
Display for approach and hover with and without ground reference image entrancement p0013 N75-30067	Aircraft-accident autopales The medicologal back-	tolerances to sound waves
HOVERING STABILITY Prediction of accodynamic interference effects with jet-lift	ground p0233 N77-17714 Procedures for identification of mass desaster victims	[AMRL-TR-75-3] p0225 N76-17768 Studies of asymptotic TTS noise threshold - human
and fan-lift VTOL erroral) p0026 N75-13616	p0234 N77-17717	tolerances to noise hazards (industrial safety)
HUMAN SEHAVIDR Snow systemches p0050 N74-33545	HUMAN PATHOLOGY Vibration injuries and cold exposure p0049 N74-33541	p0225 N76-17700 Asymptotic behavior of temporary threshold shift during
HUMAN BODY	Spinal Injury after ejection	exposure to long duration noises ··· for flying personnel
The physiology of cold weather survival [AGARD-H-620] p0049 N74-33534	[AGARD-AH-72] p0222 N75-23150 Hecent experiment/advances in svistion pathology	p0225 N76-17791 Effects of noise exposure human tolerances and human
Peripheral circulatory adjustment to cold human	[AGARD-CP-190] p0233 N77-17710	reactions to noise pollution p0226 N76-17796
vascular reaction in cold weather thermoregulation p0049 N74-33536	Development of aviation accident pathology in the Federal Republic of Germany p0233 N77-17712	Psycho-physiological and physio-chamical assessment of acceleration induced changes in humans positioned in
Methods in circulatory research · · · determination	Head (hjury pathology and its clinical, safety and administrative significance p0235 N77-17725	various sentiack angle configurations p0220 N77-11647
methods for human peripheral blood flow p.0049 N74-33538	HUMAN PERFORMANCE	Epidemiologic risk factors of flush-recycle toilets in
Local affects of acclinatization to hold in man	Operational aspects of variations in alartness [AGARD-AG-189] p0222 N74-34570	alloiaft p0223 N76-14759 HURRIGANES
p0049 N74-33539 A physiological comparison of the protective value of	Simulation and study of high workload operations	AGARO highlights, March 1975
nylon and wool in a cold environment p0049 N74-33540 Cold physiologic studies insulated clothing and	psychophysiological effects on air crews [AGAHD-C'+148] p0236 N75-12587	[AGARD-HIGHLIGHTS-76/1] p0018 N75-20067 HYBRID COMPUTERS
protective shelters for arctic regions p0049 N74-33542	Simulation of high workload operations in air to air	The development and demonstration of hybrid programm-
Immersion hypotrierinia survival and treatment of cold water victims p0050 N74-33843	combat p0237 N75-12593 Aircrew workload and human performance. The problem	able attitude control electronics with adaptable analog/ digital design approach p0247 N75-18281
The transmission of angular acceleration to the head in	facing the operational commander human component	The impact of recently developed hybrid computing
the seeted human subject p0213 N75-27689 Effects of vibration on the muscoloskeletal system	in sir weapons system p0237 N75-12595 Long range air-to-air refuelling: A study of duty and	devices on real-time signal processing p0247 N75-15282 Some fast analytical techniques for the EEG · · · using
p0214 N78-27697	pozas N75-12600 Vibration and combined stresses in advanced systems	probability distribution function and hybrid computers
The respiratory and metabolic effects of constant amplitude whole-body vibration in man	[AGARD-CF-145] p0213 N75-27685	HYDRAULIC CONTROL
p0214 N75-27698	Human exposure to whole-body vibration in military	Hydraulic controls for active flutter suppression and load
A review of biomechanical models for the evaluation of vibration stress p0215 N75-27704	vehicles and evaluation by application of ISO/DIS 2631 p0213 N75-27687	alleviation p0071 N75-32104 Development needs in flow control
The ISO guide for the evaluation of human whole body	Clew performance requirements in the vibration environ- ments of surface effect ships p0213 N75-27688	HYDRAULIC TEST TUNNELS p0182 N76-21447
Physiological effects of noise human reactions of	Action of low vibration frequencies on the cardiovascular	Phenomenological investigations of separated flow using
human body p0226 N76-17797 Physiological responses due to noise in inhabitants around	system of man p0214 N75-27692 Performance and physiological effects of combined stress	hydrodynamic visualizations p0037 N76-17087 HYDROCARSON FUELS
Munich airport aircraft noise effects on human body	including vibration p0218 N75-27701	Alternative fuels for aviation p0201 N75-16980
HUMAN CENTRIFUGES	Effects of duration of vertical hibration beyond the proposed ISO "fatigue-decreased proficiency" time, on the	HYDROGEN EMBRITTLEMENT Service failures and laboratory tests analysis of
The pathophysiology of high sustained + G sub recoelers-	performance of various tasks p0215 N75-27702	structural fallures due to embrittlement and manufacturing
tion, limitation to air combat manusurering and the use of centrifuges in performance training	Evaluating biodynamic interference with operational crews p0216 N76-27707	defects pO194 N74-23432 HYPERSONIC FLOW
(AGARO-CP-189) p0220 N77-11644	. Ride quality of crew manned military sircreft	The electron beam fluorescence technique applied to
Centifuge essessment of a reclining seat p0220 N77-11648	p0216 N75-27710 Aircrew capabilities and limitations p0016 N78-14020	hypersonic turbulent flows pO153 N77-11236 Resonant Doppler velocimete: pO153 N77-11239
Utdization of human centrifuge for training military pilots	Psycho-physical performance of Air Force technicians	HYPERSONIC REENTRY
in the execution of protective straining maneuvers p0221 N77-11661	after long duration noise exposure ··· (noise hazarde to flight crews) p0226 N76-17793	Microwava antennas for hypersonic missiles p0172 N74-31693
The use of a fixed base simulator as a training device	The correlational atructure of traditional task massures	HYPERSONIC SPEED
for high sustained or ACM tAir Combat Manauvering) + G sub z stress p0221 N77-11652	and engineering analogues of performance in the countive domain p0238 N75-25784	An experimental and numerical investigation of shock wave induced tuibulent boundary layer separation at
HUMAN FACTORS ENGINEERING	A study of behaviour during a trial of vigilance in non-piloting personnel p0239 N78-25786	hypersonic speeds p0038 N76-17083 HYPERSONIC WIND TUNNELS
Airsickness in sircrew methods for reducing incidence of straickness in sircrew trainess.	Some practical considerations for performance testing	A catalogue of European hypersonic wind tunnel facili-
[AGARD-AG-177] p0236 N74-20720	in exotic environments p0239 N76-28786 The human sa an adaptive controller	ties [AGARD-R-619] p0110 N75-30198
An assessment of serodynamic forces acting on the crewmen during escape p0043 N74-20761	p0239 N76-26788	Force belance techniques p0032 N76-16021
Aeromedical research and evaluation support of existing and proposed escape and retrieval systems at the Naval	Assessment of perceptual and mental performance in civil aviation personnal p0239 N76-25789	HYPERVELOCITY WIND TUNNELS Force measurements in short duration hypersonic
Aerospace Recovery Facility p0043 N74-20762	Secondary task assessment of cognitive workload in	fecilities
Human factors espects of in-flight escape from helicop- ters p0044 N74-20769	atternative cockpit configurations [AMRL-TR-75-49] p0239 N76-25792	[AGARD-AG-214] p0032 N76-16019 Some fundamental principles p0032 N76-18020
An anthropymatric survey of 2000 Royal Air force	The field artillery fire direction center as a laboratory	Free-flight techniques p0032 N76-18022
Allorew, 1970/71 [AGARD-AG-181] p0222 N75-17936	and field stress-performance. Model 1. Prisition paper 2. Progress towards an experimental model	The respiratory and metabolic effects of constant
Two world displays. Human engineering aspects	p0329 N76-27829	amplitude whole-body vibration in man
p0212 N75-2678B Vibration and combined stresses in advanced systems	Thermal problems in military air operations p0231 N76-27863	PO214 N75-27698
[AGARD-CP-146] p0213 N78-27685	HUMAN REACTIONS	Absorption, metabolism and excretion or hypnotic
Pitoting aspects of V/STOL approach guidance CL-84 and SC-1 aircraft p0013 N76-30069	Objective electrophysiological measurements of ear characteristics, intelligibility of yowels and judgement of	drugs pO232 N76-27869 Residual effects of hypnotics pO232 N76-27870
The controller versus automation p0050 N75-32081	the stage of attention p0209 N75-23091	HYPOXIA The effects of two stressors on traditional and engineering
The psychologist's view of human factors in air traffic control p0050 N75-32053	Linear acceleration perception threshold determination with the use of a parallelawing p0210 N75-23097	analogues of cognitive functioning considering hypoxia
The impact of modern electronic airborne displays in future sylation p0078 N76-17108	Pulse wave velocity over the vascular wall us a means	end sleep deprivation in pilot performance evaluation p0240 N76-25793
The provision and use of information on air traffic control	for distinguishing between different psychophysiological reaction patterns to a mental task p0211 N75-24302	EB/02-0/FI OF SOL
displays p0066 N76-23203 Interactive conflict regolution in air traffic control	Proposed limits for exposure to whole body vertical	1
computerzed flight path simulation p0055 N76-23207	vibration, 0.1 to 1.0 Hz p0216 N75-27709 People, communities and secret operations	•
Higher mental functioning in operational environments [AGARD C2-181] p0238 N76-25782	p0093 N75-30169	IDENTIFYING Status of methods for skcraft state and parameter
Secondary task assessment of cognitive workload in		SHELDE DE MEMOUR FOR BUTTER L'ALBIE AND DATAMATA!
	Effects of noise exposure human tolerances and human reactions to noise noticing	identification pO121 N76-25282
alternative couldn't configurations [AMRL-TR-75-49] p0239 N76-25792	reactions to noise pollution p0228 N78-17796 Physiological effects of noise human reactions of	identification pO121 N76-28282 IGNITION
	reactions to noise pollution p0228 N78-17798	identification pO121 N76-25282

LLUMINATING	In-flight thrust measurement A fundamental element in engine condition monitoring p0095 N75-31085	The induction of interferon and specific smallpox immun- ity by oral immunization with live attenuated pox virus
Turbulence effects on target illumination by laser trans- mitter. Unified analysis and experimental verification.	in engine condition monitoring p0095 N75-31095 An advanced diagnostic engine monitoring system	p0224 N76-14769
pO205 N78-29834	approach using digital computers p0098 N75-31097	Incidence of Infectious tropical diseases diagnosed on
MAGE CONTRAST	Experienced in-flight avionics malfunctions	flying personnel p0224 N76-14770 Diagnostic methods in tropical medicine
Decrease of contrast in the atmosphere. Statistical presentation of the results of daytime and night-time.	p0190 N76 24806	pozza N78-14771
measurements p0207 N75-29855	US Navy helicopter operational flight spectrum survey program Past and present p0073 N76-30212	The threat of tropical diseases and parasitoses (some
Atmospheric limitations of active and passive night vision	program Past and present p0073 N76-30212 Cutique and summary of the specialists meeting on	apidemiological and clinical aspects] p0224 N76-14772
systems p0208 N76-29867	helicopter design mission load spectra p0073 N76-30213	Air traffic and the problem of importation of diseases from the tropics p0225 N76-14773
MAGE CORRELATORS Optical correlation p0186 N78-16838	In-flight evaluation of hand-hald optically stabilized target	INFORMATION DISSEMINATION
MAGE INMANCEMENT	acquisition devices p0242 N77-12717	How to obtain information in different fields of science
Display for approach and hover with and without ground	INCIDENCE	and technology A user's guide [AGARO-LS-69] µ0263 N74 27457
reference image enhancement p0013 N75-30067 Compensated imaging p0207 N76-29848	Stability of helicoidal motions at high incidences p0107 N76-29254	[AGARO-LS-69] p0263 N74 27457 Present knowledge domain of scientists and technologists
Compensated imaging p0207 N76-29848 MAGE INTENSIFIERS	INCOMPRESSIBLE FLOW	effective use of data resources p0263 N74-27458
Optics for passive viewing devices characteristics and	The aerodynamics of two-dimensional airfoils with	The NASA regional dissemination center
applications of infrared detectors for image intensification	spoilers p0024 N75-13809	p0263 N74-27462 The role of communication in technological innovation
p0260 N76-10781 Low light television systems · · · construction, operation.	On the calculation of laminar separation bubbles in	p0270 N76-25099
and application of various television systems	two-dimensional incompressible flow p0034 N78-17040 Two-dimensional tunnel wall interference for multi-	Technological up-dating for the manufacturing industry
p0260 N76-10783	element serofalls in incompressible flow	p0270 N76-28101 Alternative media for information transfer
MAGING TECHNIQUES Infrared and visible radiation detectors for imaging and	p0118 N76-25233	p0270 N78-25102
non-integing applications p0280 N78-10777	INDEPENDENT VARIABLES	The use of a mini-computer at the Defence Research
Display devices and their use in avionics systems	Status of methods for ancient state and parameter identification p0121 N76-25282	Information Centre (DRIC) p0268 N77-18932
fectors affecting selection and performance of electro- optical sensors p0250 N75-10778	INDEXES (DOCUMENTATION)	Minicomputers in library directation and control p0266 N77-16933
optical sensors p0250 N75-10778 Optics for passive viewing devices characteristics and	Semi-automatic indexing: Biate of the art	INFORMATION FLOW
applications of infrared detectors for image intensification	[AGARDOGRAPH-179] p0263 N74-19626	The importance of direct personal communication in the
pO260 N76-10781	Standardization of the principal electromagnetic sym-	transfer of technology p0270 N76-25100 The influence of information flow on the organization
Low light television systems construction, operation, and application of various television systems	tols [AGARD-R-575-REV-1] p0155 N74-20889	of an enterprise p0270 N76-25 104
p0280 N75-10783	AGARD index of publications, 1982 - 1970. Part 3	The gatekeeper hypothesis and the international transfer
Passive infrared systems affects of atmosphere on	Author Index. Part 4. Addendum to Part 1	of scientific knowledge p0271 N76-25113
imaging techniques and sensor design p0261 N76-10784 Holographic storage of optical images and visualization	[AGARD-INDEX-62/70] p0264 N76-12847	INFORMATION MANAGEMENT Semi-automatic indexing. State of the art
of least systems p0185 N75-15837	AGARD index of publications, 1971 - 1973 p0264 N75-17227	[AGAHDOGHAPH-179] p0263 N74-19626
Conclusions and recommendations p0188 N75-18842	A catalogue of European hypersonic wind tunnel facili-	Federal information systems µ0263 N74-27461
Microwave radiometric all-weather imaging and piloting techniques p0012 N75-30060	ties	Environmental information systems p0263 N74-27464 A human blometry data bank p0267 N77-16937
techniques p0012 N75-30060 Distant Object Attitude Messurement System (DO-	[AGARD-R-619] p0110 N75-30198 Indexing and retrieval (ecliniques p0265 N77-10949	Synthesis and distribution of environmental satellita
AMS) p0110 N78-23288	The use of a mini-computer at the Defence Research	data p0267 N77-16940
Measured visible spentrum properties of real at-	Information Centre (DRIC) p0286 N77-16932	Development and applications of spatial data resources in energy related assessment and planning
mospheres p0207 N76-29853	INDICATING INSTRUMENTS	[PUBL-901] p0267 N77-16941
The induction of interferon and specific smallpox immun-	Required pilot uses and displays for takeoff and landing p0003 N75-21237	Evaluated numerical data for the SST and chlorofluorocar
ity by oral immunitation with live attenuated pox virus	INDUSTRIAL ENERGY	bon problems: A case study of how to help the engineer and the modellers p0267 N77-16942
p0224 N76-14769 The role and limitations of radioimmunossay as a	Energy problems in a global contextp0201 N76-16978	Holographic data storage and retrieval system
laboratory diagnostic procedure p0228 N76-27628	Technological up-dating for the manufacturing industry	p0288 N77-16943
IMPACT DAMAGE	p0270 N76-26101	Multimode natting by wideband cable p0288 N77-15944
Structural response to impact damage ··· aircraft	The influence of information flow on the organization	Terminal access technology of the 1990s
structures	of an enterprise p0270 N78-25104	BAGE ANT LEGAL
[AGARD-R-633] p0197 N76-11464	Industry documentation A necessary syll	p0268 N77-16946
Specialists Meeting on Impact Damage Tolerance of	Industry documentation A necessary evil p0271 N76-25111	INFORMATION RETRIEVAL
Specialists Meeting on Impact Damage Tolerance of structures	INDUSTRIAL SAFETY	INFORMATION RETRIEVAL Generation, use, and transfer of information
Specialists Meeting on Impact Damage Tolerance of structures [AGARO-CF-185] p0197-N78-19471 Structural integrity requirements for projectile impact	p0271 N76-25111 INDUSTRIAL SAFETY Studies of sayinptotic TTS noise threshold - human	INFORMATION RETRIEVAL Generation, use, and transfer of information p0263 N74-27459 A data network in the documentation and library area
Specialists Meeting on lineart Damage Tolerance of structures [AGARO-CP-188] p0197 N78-19471 Structural integrity requirements for projectile impact damage: an overview p0197 N78-19472	INDUSTRIAL SAFETY	INFORMATION RETRIBVAL Generation, use, and transfer of information p0283 N74-27459 A data network in the documentation and library area p0284 N78-23374
Specialists Meeting on Impact Damage Tolerance of structures [AGARO-CP-188] p0197 N76-19471 Structural integrity requirements for projectile impact damage: an overview p0197 N76-19472 Structural analysis of impact damage on wings	INDUSTRIAL SAFETY Studies of Asymptotic TTS noise threshold - human tolerances to noise hezards (Industrial safety) pG225 N76-17790 INERTIA	INFORMATION RETRIBVAL Generation, use, and transfer of information p0283 N74-27459 A data network in the documentation and library area p0284 N75-23374 On-line networking between information centres in
Specialists Meeting on lineart Damage Tolerance of structures [AGARO-CP-186] p0197 N78-19471 Structural integrity requirements for projectile impact damage: an overview p0197 N78-19472 Structural analysis of impact damage on wings p0197 N78-19473	INDUSTRIAL SAFETY Studies of sayinptotic TTS noise threshold - human tolerances to noise hazards (industrial safety) p0225 N76-17790 INERTIA Testing of precision inertial gyroscopes	INFORMATION RETRIBVAL Generation, use, and transfer of information p0283 N74-27459 A data network in the documentation and library area p0284 N75-23374 On-line networking between information centres in Europe International networking. Information retrieval require-
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Specialists Meeting on lineart Damage Tolerance of structures [AGARO-CP-188] p0.197 N76-19471 Structural integrity requirements for projectile impact damage: an overview p0.197 N76-19472 Structural analysis of impact damage on wings p0.197 N76-19473 Study of certain impact problems on stroraft structures p0.198 N76-19475 Computer method for alroraft vulnerability enalysis and the influence of structural damage on total vulnerability p0.198 N76-19475 Damage tolerance of semimonocous stroraft	INDUSTRIAL SAFETY Studies of symptotic TTS notise threshold - human tolerances to noise bazards (Industrial safety) p0225 N76-17790 INERTIA Testing of precision inertial gyroscopes (AGARD-AG-192) p0184 N74-38096 Feel force system with an inertial radioution capability p0126 N76-29305 inertial navigator for commencial sirines p0081 N76-32163	INFORMATION RETRIEVAL Generation, use, and transfer of information po283 N74-27458 A data network in the documentation and library area po284 N78-23374 On-line networking between information centres in Europe po286 N78-23378 international networking. Information retrieval requirements po286 N78-23378 Advancements in Retrieval Technology as: Related to information Systems [AQARO-CP 207] The role of the minicomputer in the information retrieval
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Specialists Meeting on lineart Damage Tolerance of structures [AGARO-CP-188] p0197 N76-19471 Structural integrity requirements for projectile impact damage: an overview p0197 N76-19472 Structural analysis of impact damage on wings p0197 N76-19473 Study of certain impact problems on stroraft structures p0198 N76-19476 Computer method for alrotate unineability enalysis and the influence of structural damage on total vulnerability p0198 N76-19476 Damage tolerance of semimonocogou afteraft p0198 N78-19477 Definition of angine debris and some proposals for reducing potential damage to secret structures p0198 N78-19478 Studies of engine rotor fragment impact on protective	INDUSTRIAL SAFETY Studies of saymptotic TTS notise threshold - human tolerances to notise hazards (Industrial safety) pC225 N76-17790 INERTIA Testing of precision inertial gyroscopes [AGARD-AG-182] pO184 N74-38098 Feel force system with an inertial radiotion capability pO126 N76-29305 INERTIAL GUIDANCE inertial navigator for commencial airlines pC081 N76-32163 INERTIAL NAVIGATION A survey of modern air traffic control, volume 2 a discussion of navigation aids, inertial navigation, and instrument landing systems [AGARD-AG-209 VOI. 2] pO052 N75-32066	INPORMATION RETRIEVAL Generation, use, and transfer of information p0293 N74-27459 A data network in the documentation and library area p0294 N75-23374 On-line networking between information centres p0258 N75-23378 international networking. Information retrieval requirements p0258 N75-23378 Advancements in Retrieval Technology as Related to information Systems [AQARO-CP 207] p0268 N77-16930 The role of the minicomputer in the information retrieval purpose and printed information retrieval purpose and printed information retrieval purpose and printed information p0268 N77-16931 The minicomputer's role in data recording for information retrieval purposes and printed information p0268 N77-16934 The virtual-system concept of networking bibliographic
Specialists Meeting on lineact Damage Tolerance of structures [AGARO-CP-188] p0197 N78-19471 Structural integrity requirements for projectile impact damage on wings p0197 N78-19472 Structural analysis of impact damage on wings p0197 N78-19473 Study of certain impact problems on alterest structures p0198 N78-19476 Computer method for alteract vulnerability enalysis and the influence of structural damage on total vulnerability p0198 N78-19476 Damage tolerance of semimonocogous storash p0198 N78-19477 Definition of angine debris and some proposals for reducing potential damage to sizeral structure p0198 N78-19478 Studies of engine rotor fragment impact on protective structure	INDUSTRIAL SAFETY Studies of saymptotic TTS notes threshold human tolerances to noise hezerds (Industrial safety) pC225 N76-17790 INERTIA Tealing of practision inerital gyroscopes (AGARD-AG-192) pD184 N74-25096 Feel force system with an inerital radiotion capability pO126 N76-29305 INERTIAL GUIDANGE inerital entires p0081 N76-32163 INERTIAL NAVIGATION p0081 N76-32163 INERTIAL NAVIGATION as traffic control, volume 2 a discussion of navigation alda, inertial navigation, and instrument landing systems [AGARD-AG-209 VOL-2] p0052 N75-32066 Inertial navigation and air traffic control	INFORMATION RETRIEVAL Generation, use, and transfer of information po263 N74-27458 A data network in the documentation and libitary area po264 N75-23374 On-line networking between information centres po265 N75-23378 international networking. Information retrieval requirements po265 N75-23378 Advancements in Retrieval Technology as Related to information Systems [AQARO-CP 207] po266 N77-16930 The role of the minicomputer in the information retrieval purposes and printed information po265 N77-16931 The minicomputer's role in data recording for information retrieval purposes and printed information po266 N77-16934 The virtual-system concept of networking bibliographic information systems po267 N77-16938
Specialists Meeting on lineart Damage Tolerance of structures [AGARO-CP-188] p0197 N76-19471 Structural integrity requirements for projectile impact damage: an overview p0197 N76-19472 Structural analysis of impact damage on wings p0197 N76-19473 Study of certain impact problems on stroraft structures p0198 N76-19475 Computer method for alroraft vulnerability ensiyels and the influence of structural damage on total vulnerability p0198 N76-19475 Damage tolerance of semimonocouse storaft p0198 N76-19477 Ostinition of angline debris and some proposals for reducing potential damage to sucreft structure p0198 N78-19478 Studies of engine rotor fragment impact on protective structure p0198 N78-19488	INDUSTRIAL SAFETY Studies of saymptotic TTS notise threshold - human tolerances to notise hazards (Industrial safety) pC225 N76-17790 INERTIA Testing of precision inertial gyroscopes [AGARD-AG-182] pO184 N74-38098 Feel force system with an inertial radiotion capability pO126 N76-29305 INERTIAL GUIDANCE inertial navigator for commencial airlines pC081 N76-32163 INERTIAL NAVIGATION A survey of modern air traffic control, volume 2 a discussion of navigation aids, inertial navigation, and instrument landing systems [AGARD-AG-209 VOI. 2] pO052 N75-32066	INPORMATION RETRIEVAL Generation, use, and transfer of information p023 N74-27458 A data network in the documentation and library area p0264 N75-23374 On-line networking between information centres in Europe p0265 N78-23378 International networking. Information retrieval requirements p0265 N78-23378 Advancements in Retrieval Technology as Related to information Systems [AGARO-CE 207] The role of the minicomputer in the information retrieval business The minicomputer's role in data recording for information retrieval purposes and printed information p0265 N77-16930 The virtual-system concept of networking bibliographic information systems p0267 N77-16938 INPORMATION SYSTEMS Semi-sucception indexing State of the art
Specialists Meeting on lineart Damage Tolerance of structures [AGARO-CP-188] p0197 A76-19471 Structural integrity requirements for projectile impact damage are wings p0197 N76-19472 Structural ensiyes of impact damage are wings p0197 N76-19473 Study of certain impact problems on alterest structures p0198 N76-19476 Computer method for alrosst vulnerability ensiyes and the influence of structural damage un total vulnerability p0198 N76-19476 Damage tolerance of semimonococque alterest p0198 N76-19476 Obtinition of angine debris and some proposals for reducing potential damage to aircraft structure p0198 N78-19478 Studies of engine rotor fragment impact on protective structure p0198 N78-19481 Behavior of angine cases associated with blade rups p0198 N76-19481	INDUSTRIAL SAFETY Studies of symptotic TTS notice threshold - human tolerances to notes bezards (Industrial safety) pC225 N76-17790 INERTIA. Testing of precision inertial gyroscopes [AGARD-AG-182] pO184 N74-38096 Feel force system with an inertial reduction capability pO126 N76-29305 [INERTIAL GUIDANCE Inertial navigator for commental sirlines pD081 N76-32163 [INERTIAL NAVIGATION] A survey of modern air traffic control, volume 2 a discussion of navigation aids, inertial navigation, and instrument landing systems [AGARD-AG-209 VOL-2] pO052 N75-32066 [Inertial navigation and sit traffic control p0082 N76-32072 [Inertial navigation and sit traffic control p0088 N76-32072 [Inertial navigation and sit traffic control p0088 N76-324200 [Inertial navigation and sit traffic control p0088 N76-3242	INPORMATION RETRIEVAL Generation, use, and transfer of information po283 N74-27458 A data network in the documentation and library area po284 N75-23374 On-line networking between information centres po286 N75-23378 international networking. Information retrieval requirements po286 N75-23378 Advancements in Retrieval Technology as Related to information Systems [AGARO-CP 207] The role of the minicomputer in the information retrieval business po286 N77-16930 The minicomputer's role in data scording for information retrieval purposes and printed information po286 N77-16934 The virtual-system concept of networking bibliographic information systems po287 N77-16938 Sami-automatic Indexing State of the art AGAROGRAPH-179]
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Specialists Meeting on lingact Damage Tolerance of structures [AGARO-CP-188] p0197 N76-19471 Structural integrity requirements for projectile impact damage: an overview p0197 N76-19472 Structural analysis of impact damage on wings p0197 N76-19473 Study of certain impact problems on stroraft structures p0198 N76-19475 Computer method for alroraft vulnerability enalysis and the influence of structural damage on total vulnerability p0198 N76-19475 Damage tolerance of semimonocouse stroraft p0198 N76-19477 Ostinition of angline debris and some proposals for reducing potential damage to sincraft structure p0198 N78-19479 Studies of engine rotor fragment impact on protective structure p0198 N78-19482 Accident reconstruction from analysis of injuries p0234 N77-17724 IMPACT LOADS Fracture behaviour and residual strength of carbon fibre	INDUSTRIAL SAFETY Studies of symptotic TTS notise threshold - human tolerances to noise herards [Industrial safety] pG225 N76-17790 INERTIA Tealing of precision inertial gyroscopes {AGARD-AG-182} pO184 N74-38095 Feel force system with an inertial reduction capability pO126 N76-29305 INERTIAL GUIDANCE inertial navigator for commercial sirlines pO081 N76-32163 INERTIAL NAVIGATION A survey of modern air traffic control, volume 2 a discussion of navigation aids, inertial navigation, and instrument landing systems [AGARD-AG-209 VOL-2] pO052 N75-32066 [Inertial navigation and air traffic control po088 N76-32072 Practices aspects of Kalman Filtering Implementation (AGARD-LS-82) p0058 N76-32072 Experiences in flight testing hybrid navigation systems p0058 N76-24201 Experiences in flight testing hybrid navigation systems p0058 N76-24201	INFORMATION RETRIEVAL Generation, use, and transfer of information po283 N74-27458 A data network in the documentation and library area po284 N78-23374 On-line networking between information centres in po286 N78-23378 international networking. Information retrieval requirements po286 N78-23378 Advancements in Retrieval Technology as: Related to information Systems [AGARO-CP 207] The role of the minicomputer in the information retrieval purposes and printed information retrieval purposes and printed information po286 N77-16934 The virtual-system concept of networking bibliographic information systems pi287 N77-16938 INFORMATION SYSTEMS Semi-automatic indexing State of the art [AGARO-CR 207] How to obtain information in different fields of science and technology. A user's guide [AQARO-L8-09] Generation, use, and transfer of information.
Specialists Meeting on lineart Damage Tolerance of structures [AGARO-CP-188] p0197 A76-19471 Structural integrity requirements for projectile impact damage are wings p0197 N76-19472 Structural ensiyes of impact damage are wings p0197 N76-19473 Study of certain impact problems on alterest structures p0198 N76-19476 Computer method for atroits vulnerability ensiyes and the influence of structural damage in total vulnerability p0198 N76-19476 Damage tolerance of semimonocouque alterest p0198 N76-19476 Ostinition of angine debris and some proposals for reducing potential damage to seriest structure p0198 N78-19478 Studies of engine rotor fragment impact on protective structure p198 N78-19481 Behavior of engine cases associated with blade rup p0198 N78-19481 Accident reconstruction from analysis of hipmas p0234 N77-17724 IMPACT LOADS Fracture behaviour and residual strength of cirbon future composities subjected to impact osters p0132 N75-23706	INDUSTRIAL SAFETY Studies of saymptotic TTS notise threshold - human tolerances to noise hazards (Industrial safety) pC225 N76-17790 INERTIA Testing of precision inertial gyroscopes (AGARD-AG-182) pO184 N74-38090 Feel force system with an inertial radiotion capability pO126 N76-29305 INERTIAL GUIDANCE Inertial navigator for commencial airlines pO081 N76-32163 INERTIAL NAVIGATION A survey of modern air traffic control, volume 2 a discussion of navigation aids, inertial navigation, and instrument landing systems (AGARD-AG-209 VOL-2) pO058 N76-32072 Practical aspects of Kalman Filtering Implementation (AGARD-LS-82) pO058 N76-24200 Experiences in flight testing hybrid avegation systems (AGARD-LS-82) pO058 N76-24204 Experiences in flight testing hybrid avegation systems (AGARD-LS-82) pO058 N76-24204 Experiences in flight testing hybrid avegation systems (AGARD-AG-809 VOL-8) pO058 N76-24204 Design and davelopment of Kalman filters averagation	INFORMATION RETRIEVAL Generation, use, and transfer of information p0293 N74-27459 A data network in the documentation and library area p0294 N75-23374 On-line networking between information centres p0258 N75-23378 international networking. Information retrieval requirements p0258 N75-23378 Advancements in Retrieval Technology as Related to information Systems [AGARO-CP 207] p0268 N77-16930 The role of the minicomputer in the information retrieval purposes and printed information retrieval purposes and printed information p0268 N77-16931 The writual-system concept of networking bibliographic information systems p0267 N77-16938 INFORMATION SYSTEMS Semi-automatic Indexing State of the art [AGARO-GRAPH-179] p0263 N74-19026 N74-19026 N74-19026 N74-19026 N74-19028 N74-19028 N74-19028 N74-19028 N74-19028 N74-19028 N74-19028 N74-19038 N74-27457 Generation, use, and transfer of information p0263 N74-27457 N74-19028 N74-27459
Specialists Meeting on lineart Damage Tolerance of structures [AGARO-CP-188] p0197 A76-19471 Structural integrity requirements for projectile impact damage are wings p0197 N76-19472 Structural ensists of Impact damage are wings p0197 N76-19473 Study of certain impact problems on alterest structures p0197 N76-19473 Computer method for atroits vulnerability ensists and the influence of structural damage in total vulnerability p0198 N76-19476 Damage tolerance of semimonocouque alterest p0198 N76-19476 Ostinition of angine debris and some proposals for reducing potential damage to serent structure p0198 N76-19477 Studies of engine rotor fragment impact on protective structure p198 N76-19482 Accident reconstruction from analysis of hipmas p0198 N76-19482 Accident reconstruction from analysis of hipmas p0198 N77-17724 IMPACT LOADS Fracture behaviour and residual strength of carbon fure composities subjected to impact losses p0132 N77-17724 IMPACT PREDICTION The HITVAL program instrumentation	INDUSTRIAL SAFETY Studies of symptotic TTS notise threshold - human tolerances to noise bazards [Industrial safety] pG225 N76-17790 INERTIA Testing of precision inertial gyroscopes {AGARD-AG-182} pO184 N74-35096 Feel force system with an inertia reduction capability g0126 N76-29305 INERTIAL RUIDANCE inertial entires p0081 N76-32163 INERTIAL NAVIGATION A survey of modern air traffic control, volume 2 a discussion of avergetion aids, inertial navigation, and instrument landing systems [AGARD-AG-209 VOL-2] p0052 N75-32066 Inertial navigation and air traffic control p0082 N78-32072 Practicel aspects of Kalman Filtering Implementation (AGARD-LS-82) p0058 N78-24200 Experiences in the development of aided INS for aircraft p0058 N78-24200 Experiences in flight testing hybrid navigation systems p0058 N78-24200 Design and development of Kalman filters navigation systems p0058 N78-24200	INPORMATION RETRIEVAL Generation, use, and transfer of information p0293 N74-27459 A data network in the documentation and library area p0294 N75-23374 On-line networking between information centres p0258 N75-23378 international networking. Information retrieval requirements p0258 N75-23378 Advancements in Retrieval Technology as Related to information Systems [AGARO-CP 207] p0268 N77-16930 The role of the minicomputer in the information retrieval purposes and printed information information retrieval purposes and printed information p0268 N77-16931 The writual-system concept of networking bibliographic information systems p0267 N77-16938 INPORMATION SYSTEMS Semi-automatic Indexing State of the art [AGARO-GRAPH-179] p0263 N74-19026 [AGARO-LE-69] Generation, use, and transfer of information p0263 N74-27487 [Bitstrational medical information p0263 N74-27487 [Bitstrational medical information systems p0263 N74-27487 [Bitstrational medical information p0263 N74-27487 [Bitstrational medical information systems p0263 N74-27487
Specialists Meeting on lingact Damage Tolerance of attructures [AGARO-CP-188] P0197 N76-19471 Structural integrity requirements for projectile impact damage: an overview p0197 N76-19472 Structural analysis of impact damage on wings p0197 N76-19473 Study of certain impact problems on altrosit structures p0198 N76-19475. Computer method for attoralt vulnerability ensigns and the influence of structural damage on total vulnerability p0198 N76-19475. Demage tolerance of semimonocogue sticraft p0198 N76-19479. Definition of angine debris and some proposals for reducing potential damage to sicraft structure p0198 N78-19479. Studies of engine rotor fragment impact on protective structure p0198 N76-19481 Behavior of angine cases associated with bade ruptures p0198 N76-19482 Accident reconstruction from analysis of finjoines p0198 N76-19482 Accident reconstruction from analysis of finjoines p0198 N76-19482 Accident reconstruction from analysis of finjoines p0198 N76-19482 Accident reconstruction from snalysis of finjoines (MPAOT PREDICCTION) The HITVAL program instrumentation	INDUSTRIAL SAFETY Studies of saymptotic TTS notise threshold - human tolerances to noise hazards (Industrial safety) pC225 N76-17790 INERTIA Testing of precision inertial gyroscopes (AGARD-AG-182) pO184 N74-38090 Feel force system with an inertial radiotion capability pO126 N76-29305 INERTIAL GUIDANCE Inertial navigator for commencial airlines pO081 N76-32163 INERTIAL NAVIGATION A survey of modern air traffic control, volume 2 a discussion of navigation aids, inertial navigation, and instrument landing systems (AGARD-AG-209 VOL-2) pO058 N76-32072 Practical aspects of Kalman Filtering Implementation (AGARD-LS-82) pO058 N76-24200 Experiences in flight testing hybrid avegation systems (AGARD-LS-82) pO058 N76-24204 Experiences in flight testing hybrid avegation systems (AGARD-LS-82) pO058 N76-24204 Experiences in flight testing hybrid avegation systems (AGARD-AG-809 VOL-8) pO058 N76-24204 Design and davelopment of Kalman filters averagation	INFORMATION RETRIEVAL Generation, use, and transfer of information po293 N74-27458 A date network in the documentation and library area po264 N78-23374 On-line networking between information entries in pi0255 N78-23378 international networking. Information retrieval requirements po265 N78-23378 Advancements in Retrieval Technology as Related to Information Systems [AGARO-CP 207] The role of the minicomputer in the information retrieval business. The minicomputer's role in data recording for information retrieval purposes and printed information po265 N77-16934. The virtual-system concept of networking bibliographic information systems. po267 N77-16938 NRPORMATIONS SYSTEMS. Semi-subtornalic Indexing. State of the art [AGARO-GRAPH-178] po263 N74-19026. How to obtain information in different fields of science and technology: A user's guide po263 N74-27457 Generation, use and transfer of information po263 N74-27458 International medical information systems po263 N74-27458 International medical information systems po263 N74-27457 (2007) N74-27458 (2007) N74-274
Specialists Meeting on lingact Damage Tolerance of attructures [AGARO-CP-188] polish 78-6-19471 Structural integrity requirements for projectile impact damage: an overview polish 78-6-19472 Structural analysis of impact damage on wings polish 78-6-19473 Study of certain impact problems on stroraft structural polish 78-6-19475 Computer method for attractive united vulnerability enalysis and the influence of structural damage on total vulnerability polish 78-19476 Damage tolerance of semimonocogus attraft polish 78-19476 Definition of angline debris and some proposals for reducing potential damage to sincraft structure polish 78-19479. Studies of engine rotor fragment impact on protective structure polish 78-19482 Accedent reconstruction from analysis of injuries polish 78-19482 MPACT LOADS Fracture behaviour and residual strength of carbon fibre composities subjected to impact loads polish 78-23706 IMPACT PREDICTION The HITVAL program instrumentation — performance of antilatoraft gun systems polish 78-23289 Projectile Alburst and Impact Loading System (PALLS)	INDUSTRIAL SAFETY Studies of stymptotic TTS notice threshold - human tolerances to noise hezards (Industrial safety) pC225 N76-17790 INERTIA Testing of precision inertial gyroscopes (AGARD-AG-182) pO184 N74-38090 Feel force system with an inertial radiotion capability pO126 N76-29305 INERTIAL GUIDANCE Inertial navigator for commental airlines p0081 N76-32163 INERTIAL NAVIGATION A survey of modern air traffic control, volume 2 a discussion of navigation aids, inertial navigation, and instrument landing systems (AGARD-AG-209 VOL-2) p0058 N76-32066 Inertial navigation and air traffic control p0068 N76-24204 Experiences in flight testing hybrid aveyation systems p0058 N76-24204 Experiences in flight testing hybrid aveyation systems p0058 N76-24204 Design and davelopment of Kalman Filtering Implementation systems p0058 N76-24201 Experiences in flight testing hybrid aveyation systems p0058 N76-24201 The application of ring laser gyro technology to low-cost inertial navigation proposal silings.	INFORMATION RETRIEVAL Generation, use, and transfer of information p0293 N74-27458 A data network in the documentation and library area p0294 N75-23374 On-line networking between information central p0295 N75-23378 international networking. Information retrieval requirementa p0295 N75-23378 Advancementa in Retrieval Technology as Related to information Systems [AGARO-CP 207] p0296 N77-16930 The role of the minicomputer in the information retrieval business p0296 N77-16930 The without possess p0296 N77-16930 The without possess p0296 N77-16930 The virtual-system concept of networking bibliographic information systems Sami-sutomatic Indexing State of the art AGARO-CB-097 How to obtain information in different fields of science and sectionlogy. A user's guide [AGARO-LB-09] Qeneration, use, and transfer of information p0293 N74-27487 international medical information systems p0203 N74-27487 international medical information p0203 N74-27480 p0203 N74-27480 international medical information systems p0203 N74-27487 p0203 N74-27480 p02
Specialists Meeting on lingact Damage Tolerance of attractures [AGARO-CP-188] PO197 N76-1947] Structural integrity requirements for projectile impact damage: an overview po197 N76-19472 Structural analysis of impact damage on wings po197 N76-19473 Stody of certain impact problems on shortest structures po198 N76-19475 Computer method for attorist vulnerability analysis and the influence of structural damage un total vulnerability po198 N76-19476 Damage tolerance of semimonocogue storast po198 N76-19479 Definition of angine debris and some proposals for reducing potential damage to sincraft atmicture po198 N78-19479 Studies of engine rotor fragment impact on protective structure po198 N78-19482 Behavior of angine cases associated with blade rotures po234 N77-17724 IMPACT LOADS Fracture behaviour and residual strength of carbon fibre composities subjected to impact loads po132 N75-23706 IMPACT PREDICTION The HTYAL program instrumentation — performance of antisircraft gun systems po111 N76-23299	INDUSTRIAL SAFETY Studies of saymptotic TTS notice threshold - human tolerances to noise hezerds (Industrial safety) pC225 N76-17790 INERTIA Teating of precision inertial gyroscopes (AGARD-AG-192) pO184 N74-35098 Feel force system with an inertia reduction capability pO126 N76-29305 INERTIAL GUIDANGE inertial entires pO081 N76-32163 INERTIAL NAVIGATION A survey of modern air traffic control, volume 2 a discussion of navigation aids, inertial navigation, and instrument (landing systems (AGARD-AG-209 VOL-2) pO052 N75-32068 Inertial navigation and eir traffic control pO082 N76-32072 Practices aspects of Kalman Filtering Implementation (AGARD-LS-82) Experiences in the development of identified for articists. Experiences in Right teating hybrid navigation systems p0058 N76-24204 Design and development of Kalman Filtering implementation systems p0058 N76-24204 Design and development of Kalman Filter p0058 N76-24204 The application of ring lates gyro technology to low-cost inertial navigation of ring lates gyro technology to low-cost inertial navigation of commercial artifices p0061 N76-32163	INFORMATION RETRIEVAL Generation, use, and transfer of information p0293 N74-27459 A data network in the documentation and library area p0294 N75-23374 On-line networking between information centres p0295 N75-23378 international networking. Information retrieval requirementa p0295 N75-23378 Advancementa in Retrieval Technology as Related to information Systems [AGARO-CP 207] p0268 N77-16930 The role of the minicomputer in the information retrieval business p0296 N77-16930 The without and the information p0295 N77-16934 The virtual-system concept of networking bibliographic information systems p0297 N77-16938 INFORMATION SYSTEMS Sami-sutomatic Indexing State of the art [AGARO-CR-207] How to obitain information in different fields of science and sectuology. A user's guide [AGARO-LS-09] Querration, use, and transfer of information p0293 N74-27487 [p0293 N74-27487] International medical information systems p0293 N74-27487 [p0293 N74-27485] International medical information systems p0293 N74-27487 [p0293 N74-27487] The NASA regional dissemination center p0293 N74-27487 [international information systems to p0293 N74-27487 [p0293 N74-27487] International information systems to consider section that the p0293 N74-27487 [p0293 N74-27487] International information systems to consider section that the p0293 N74-27487 [p0293 N74-27487] International information systems to consider section that the p0293 N74-27487 [p0293 N74-27487] International information systems to consider section that the p0293 N74-27487 [p0293 N74-27487] [p0293 N74-27487] International information systems to consider section that the p0293 N74-27487 [p0293 N74-27487] [p0293 N74-27487] International information systems to consider section that the p0293 N74-27487 [p0293 N74-27487] [p0293 N74-27487]
Specialists Meeting on lingact Damage Tolerance of attructures [AGARO-CP-188] p0197 N76-19471 Structural integrity requirements for projectile impact damage; an overview p0197 N76-19472 Structural analysis of impact damage on wings p0197 N76-19473 Study of certain impact problems on strent structures p0198 N76-19475 Computer method for attoralt vulnerability enalysis and the influence of structural damage on total vulnerability p0198 N76-19475 Damage tolerance of semimonocous strent p0198 N76-19479 Definition of angine debris and some proposals for reducing potential damage to sincreft attricture p0198 N78-19479 Studies of engine rotor fragment impact on protective structure p0198 N76-19482 Acodent reconstruction from analysis of injuries Acodent reconstruction from analysis of injuries p0234 N77-17724 IMPACT LOADS Fracture behaviour and residual strength of carbon fittre composities subjected to impact loads p0132 N75-23706 IMPACT PREDICTION The HITVAL program instrumentation	INDUSTRIAL SAFETY Studies of symptotic TTS notice threshold - human tolerances to noise herards (Industrial safety) pC225 N76-17790 INERTIA Testing of precision inertial gyroscopes {AGARD-AG-182} pO184 N74-38096 Feel force system with an inertial reduction capability pO186 N76-29305 INERTIAL GUIDANCE inertial navigator for commencial sirlines pO081 N76-32163 INERTIAL NAVIGATION A survey of modern air traffic control, volume 2 a discussion of navigation aids, inertial navigation, and instrument landing systems [AGARD-AG-209 VOL-2] Inertial navigation and air traffic control po082 N76-32066 [Inertial navigation and air traffic control po088 N76-24206 Experiences in flight testing hybrid navigation systems p0058 N76-24206 Experiences in flight testing hybrid navigation systems systems p0058 N76-24206 The application of ring laser gyro technology to low-cost inertial navigation of rommercial alinines p0061 N76-32162 Inertial navigation of rommercial alinines p0061 N76-32162 Two new sensors and their possibilities in low cost	INFORMATION RETRIEVAL Generation, use, and transfer of information po283 N74-27458 A data network in the documentation and library area po284 N78-23374 On-line networking between information entries in pi0255 N78-23378 international networking. Information entrieval requirements po285 N78-23379 Advancements in Retrieval Technology as Related to Information Systems [AGARO-CP 207] The role of the minicomputer in the information retrieval business. The minicomputer's role in data recording for information retrieval purposes and printed information po285 N77-16938. The virtual-system concept of networking bibliographic information systems. po285 N77-16938 INFORMATION SYSTEMS. Semi-suctional information in different fields of science and technology. A user's guide [AGARO-LE-09] Generation, use, and transfer of information po283 N74-27457 denerational medical information systems. po283 N74-27458 international medical information center. Federal information systems po283 N74-27458 [Do283 N74-27458] The NSA regional dissemination center. po283 N74-27469 [Do283 N74-27468] International information systems for physical scientists. po283 N74-27468 [Do283 N74-27468] [International information systems for physical scientists. po285 N74-27468]
Specialists Meeting on lingact Damage Tolerance of attractures [AGARO-CP-188] PO197 N76-1947] Structural integrity requirements for projectile impact damage: an overview po197 N76-19472 Structural analysis of impact damage on wings po197 N76-19473 Stody of certain impact problems on shortest structures po198 N76-19475 Computer method for attorist vulnerability analysis and the influence of structural damage un total vulnerability po198 N76-19476 Damage tolerance of semimonocogue storast po198 N76-19479 Definition of angine debris and some proposals for reducing potential damage to sincraft atmicture po198 N78-19479 Studies of engine rotor fragment impact on protective structure po198 N78-19482 Behavior of angine cases associated with blade rotures po234 N77-17724 IMPACT LOADS Fracture behaviour and residual strength of carbon fibre composities subjected to impact loads po132 N75-23706 IMPACT PREDICTION The HTYAL program instrumentation — performance of antisircraft gun systems po111 N76-23299	INDUSTRIAL SAFETY Studies of symptotic TTS notes threshold - human tolerances to noise herards (Industrial safety) pC225 N76-17790 INERTIA Testing of precision inertial gyroscopes (AGARD-AG-182) pO184 N74-38096 Feel force system with an inertia reduction capability pO126 N76-29305 INERTIAL GUIDANCE inertial navigator for commercial sirines po081 N76-32163 INERTIAL NAVIGATION A survey of modern air traffic control, volume 2 a discussion of navigation side, inertial navigation, and matrument landing systems (AGARD-AG-209 VOL-2) [nertial navigation and air traffic control inertial navigation and air traffic control (AGARD-LS-82) p0058 N76-32072 Practices aspects of Kalman Filtrating Implementation (AGARD-LS-82) p0058 N76-24200 Experiences in flight testing hybrid navigation systems systems (p0058 N76-2420) Design and davelopment of Kalman filters navigation systems (p0058 N76-2420) The application of ring laser gyro technology to low-cost inertial avoigation of ring laser gyro technology to low-cost inertial navigation of rommarcial sillines p0081 N76-32182 Two new sensors and their possibilities in low cost heading reference systems for helicopters and fixed-wing silicraft.	INFORMATION RETRIEVAL Generation, use, and transfer of information p0293 N74-27458 A data network in the documentation and library area p0294 N78-23374 On-line networking between information centres in p0295 N78-23378 international networking. Information retrieval requirements p0295 N78-23378 Advancements in Retrieval Technology as Related to information Systems [AGARO-CP 207] The role of the minicomputer in the information retrieval purposes and printed information retrieval purposes and printed information p0295 N77-16934 The virtual-system concept of networking bibliographic information systems p0297 N77-16938 INFORMATION SYSTEMS Sami-automatic indexing State of the art [AGARO-CR-20-7] How to obtain information in different fields of science and technology. A user's guide [AGARO-LS-09] Generation, use, and transfer of information p0293 N74-27457 Generation, use, and transfer of information reductived data management p0293 N74-27458 The NASA regional dissemination center p0293 N74-27469 international information systems p0293 N74-27461 The NASA regional dissemination center p0293 N74-27461 Environmental information systems for physical scientists p0293 N74-27465 Environmental information systems for physical scientists p0293 N74-27465 Environmental information systems p0293 N74-27465
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Specialists Meeting on lingact Damage Tolerance of attructures [AGARO-CP-188] PO197 N76-19471 Structural integrity requirements for projectile impact damage: an overview po197 N76-19472 Structural analysis of impact damage on wings po197 N76-19473 Stody of certain impact problems on stroralt structural analysis of the influence of structural damage on total vulnerability ensigns and the influence of structural damage in total vulnerability po198 N76-19475 Demage tolerance of semimonocogue stroralt po198 N76-19479 Definition of angine debris and some proposals for reducing potential damage to encreat structure po198 N76-19479 Studies of engine rotor fragment impact on protective structure po198 N76-19481 Behavior of angine cases associated with bade ruptures po198 N76-19482 Accident reconstruction from analysis of injunes of injunes po198 N76-19482 Accident reconstruction from snalysis of injunes po198 N76-19482 MPACT LOADS Fracture behaviour and residual strength of carbon filtre composites subjected to impact tosts po132 N75-23706 IMPACT PREDICTION The HITVAL program instrumentation parformance of antisterating fluence points and impact Localing System (PAILS) po111 N76-23299 IMPACT TESTS Standardisation of impact testing of protective halmets [AGARDR-209] IMPACT TESTS An analysis of a test telique failure by fractography and	INDUSTRIAL SAFETY Studies of symptotic TTS notes threshold - human tolerances to noise herards [Industrial safety] pG225 N76-17790 INERTIA Testing of precision inertial gyroscopes {AGARD-AG-182} pO184 N74-38096 Feel force system with an inertia reduction capability pO126 N76-29305 INERTIAL GUIDANCE inertial navigator for commercial sirines pO081 N76-32163 INERTIAL NAVIGATION A survey of modern air traffic control, volume 2 a discussion of navigation aids, inertial navigation, and instrument landing systems (AGARD-AG-209 VOL-2) pO052 N75-32066 Inertial navigation and air traffic control po082 N76-32072 Practiced aspects of Kalman Filtering Implementation (AGARD-LS-82) pO058 N76-24200 Experiences in the development of alded INS for aircraft (AGARD-LS-82) po058 N76-24200 Experiences in flight testing hybrid navigation systems po058 N76-24200 Design and davelopment of Kalman filters navigation systems po058 N76-24206 The application of ring laser gyro technology to low-cost inertial navigation of ring laser gyro technology to low-cost inertial navigation of the poof N76-32163 Two new sensors and their possibilities in low cost heading reference systems for helicopters and fixed-wing silorah Design and enalysis of low-order filters applied to the	INFORMATION RETRIEVAL Generation, use, and transfer of information p0293 N74-27459 A data network in the documentation and library area p0294 N75-23374 On-line networking between information centres p0295 N75-23378 international networking. Information retrieval requirementa p0295 N75-23378 Advancementa in Retrieval Technology as Related to information Systems [AGARO-CP 207] p0296 N77-16930 The role of the minicomputer in the information retrieval business p0296 N77-16931 The minicomputer's role in data recording for information retrieval purposes and printed information p0295 N77-16934 The virtual-system concept of networking bibliographic information systems p0297 N77-16936 INFORMATION SYSTEMS Semi-sustomatic Indexing State of the art [AGARO-CP-09] How to obitain information in different fields of science and sectionlogy. A user's guide [AGARO-LS-09] Generation, use, and transfer of information p0293 N74-27457 International medical information systems p0293 N74-27458 International medical information systems p0293 N74-27458 International medical information systems p0293 N74-27458 International information systems for physical scientists p0293 N74-27458 International information systems for physical scientists p0293 N74-27458 Environmental information systems p0293 N74-27458 Environmental information systems p0293 N74-27458 Conjunction of STRIDA (system for pocessing single-see information) p0246 N78-18273 National and International networks of liberates cocumental p0294 National and International networks of liberates cocumental p0294 National and International networks of liberates cocumental p0295 N74-27459 National and International networks of liberates cocumental p0294 National and International networks of liberates cocumental p0295 N74-27459 (delense information) p0246 N78-18273 National and International networks of liberates cocumental p0295 N74-27459 (delense information) p0246 N78-18273
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Specialists Meeting on lingact Damage Tolerance of attructures [AGARO-CP-188] p0197 N76-19471 Structural integrity requirements for projectile impact po197 N76-19472 Structural analysis of impact damage on wings p0197 N76-19473 Study of certain impact problems on strent structures p0197 N76-19473 Computer method for attribute understability enalysis and the influence of structural damage on total vulnerability enalysis and the influence of structural damage on total vulnerability p0198 N76-19475 Damage tolerance of semimonocouse strent p0198 N76-19479 Definition of angine debris and some proposals for reducing potential damage to sincreft attricture p0198 N78-19479 Studies of engine rotor fragment impact on protective structure p0198 N78-19478 Studies of engine cases ansociated with bade ruptures p0198 N78-19482 Accident reconstruction from analysis of injuries Accident reconstruction from analysis of injuries p0234 N77-17724 IMPACT LOADS Fracture behaviour and residual strength of carbon fittre composities subjected to impact toats p0132 N75-23708 IMPACT PREDICTION The HITVAL program instrumentation performance of antisticraft gun systems Projectile Aliburat and impact Localing System (PAILS) p0111 N78-23299 Projectile Aliburat and impact Localing System (PAILS) p0111 N78-23298 IMPACT TESTS Standardisation of impact testing of protective histmatical (AGARO-R-2029) IMPACT was a stating of protective instrumentation in p0198 N74-23442 IMPACT was a stating of protective instruction p0198 N74-23442 IMPACT tests	INDUSTRIAL SAFETY Studies of symptotic TTS notice threshold - human tolerances to noise bazards (Industrial safety) pC225 N76-17790 INERTIA. Testing of precision inertial gyroscopes [AGARD-AG-182] pO184 N74-38096 Feel force system with an inertial radiotion capability pC126 N76-29305 [INERTIAL GUIDANCE] Inertial navigator for commental sirlines p0081 N76-32163 [INERTIAL NAVIGATION] A survey of modern air traffic control, volums 2 a discussion of navigation aids, inertial navigation, and instrument landing systems [AGARD-AG-099 VOL-2] p0052 N76-32066 [Inertial navigation and sit traffic control p0068 N76-32072 [Inertial navigation and sit traffic control p0068 N76-32072 [Inertial navigation and sit traffic control p0068 N76-32072 [Inertial navigation sit in the development of sided INS for strong the poof sit in the development of sided INS for strong the poof sit in the development of site of INS-24200 [Inertial navigation of ting laser gyro technology to low-cost inertial navigation of ting laser gyro technology to low-cost inertial navigation of ting laser gyro technology to low-cost leading reference systems for helicroplers and fixed willing sicrah possibilities in low cost leading reference systems for helicroplers and fixed willing sicrah possibilities in low cost leading reference systems for helicroplers and fixed willing sicrah of inertial pletforms p0058 N76-24207 [Inertial navigator for commercial sillines p0069 N76-32163 [INERTIAL PLATFORMS]	INFORMATION RETRIEVAL Generation, use, and transfer of information p0293 N74-27458 A data network in the documentation and library area p0294 N75-23374 p0294 N75-23374 p0294 N75-23378 international networking between information centrae p0295 N75-23378 international networking. Information retrieval requirements p0295 N75-23378 Advancements p0295 N75-23378 Advancements p0295 N75-23378 Advancements p0295 N75-23378 Advancements p0295 N75-23379 N75-2337
Specialists Meeting on lingact Damage Tolerance of attructures [AGARO-CP-188] PO197 N76-19471 Structural Integrity requirements for projectile impact damage: an overview po197 N76-19472 Structural analysis of impact damage on wings po197 N76-19473 Stody of certain impact problems on alterest structures po198 N76-19475 Computer method for attoral vulnerability analysis and the influence of structural damage in total vulnerability po198 N76-19476 Damage tolerance of semimonocogue attoral po198 N78-19477 Definition of angine debris and some proposals for reducing potential damage to sicrast structures po198 N78-19478 Studies of engine rotor fragment impact on protective structures Behavior of angine cases associated with blade ruppo198 N78-19482 Accident reconstruction from analysis of injuries composities subjected to impact loads po132 N75-23708 IMPACT LOADS Fracture behaviour and residual strength of carbon fiber composities subjected to impact loads po132 N75-23708 IMPACT PREDICTION The HITVAL program instrumentation	INDUSTRIAL SAFETY Studies of symptotic TTS — notice threshold — human tolerances to noise hearirds [Industrial safety] pG225 N76-17790 INERTIA Testing of precision inertial gyroscopes {AGARD-AG-182} pO184 N74-35095 Feel force system with an inertia reduction capability gO126 N76-29305 INERTIAL RUIDANCE inertial analysis of po081 N76-32163 INERTIAL NAVIGATION A survey of modern air traffic control, volume 2 — a discussion of navigation aids, inertial navigation, and instrument landing systems [AGARD-AG-209 VOL-2] po052 N75-32066 inertial navigation and air traffic control po082 N76-32072 Practiced aspects of Kalman Filtering Implementation (AGARD-LS-82) po058 N76-24200 Experiences in the development of sloted INS for aircraft po058 N76-24200 Design and development of Kalman filters navigation systems po058 N76-2420 Design and development of Kalman filters navigation systems po058 N76-2420 po058 N76-2420 Design and development of Kalman filters navigation inertial navigation of ring laser gyro technology to low-cost inertial navigation of ting laser gyro technology to low-cost inertial navigation of commercial aritimes po058 N76-32163 INERTIAL PLATFORMS Design and enalysis of low-order filters applied to the alignment of inertial playedor for commercial aritimes po058 N76-32163 INERTIAL PLATFORMS Design and enalysis of low-order filters applied to the alignment of inertial playedor for commercial aritimes po058 N76-32163 INERTIAL PLATFORMS Design and enalysis of low-order filters applied to the alignment of inertial playedor for commercial aritimes po058 N76-32163 INERTIAL PLATFORMS Design and enalysis of low-order filters applied to the alignment of inertial playedor for commercial aritimes po058 N76-32163 INERTIAL PLATFORMS	INFORMATION RETRIEVAL Generation, use, and transfer of information po293 N74-27458 A data network in the documentation and library area po294 N78-23374 On-line networking between information entries in pi0255 N78-23378 international networking. Information retrieval requirementa po295 N78-23379 Advancementa in Retrieval Technology as Related to Information Systems [AGARO-CP 207] The role of the minicomputer in the information retrieval business. The minicomputer's role in data recording for information retrieval purposes and printed information po295 N77-16934. The unitual-system concept of networking bibliographic information systems. po295 N77-16938 N79-16938 N7
Specialists Meeting on lingact Damage Tolerance of attructures [AGARO-CP-188] [AGARO-CP-188] Structural integrity requirements for projectile impact pollar N76-19472 Structural analysis of impact damage on wings pollar N76-19473 Study of certain impact problems on streat structures pollar N76-19475 Computer method for attoralt vulnerability enalysis and the influence of structural damage on total vulnerability pollar N76-19475 Damage tolerance of semimonocous streats pollar N76-19479 Damage tolerance of semimonocous streats pollar N76-19479 Ostinition of angine debris and some proposals for reducing potential damage to sincreft attricture pollar N76-19479 Studies of engine rotor fragment impact on protective structure pollar N76-19482 Accident reconstruction from analysis of injures Accident reconstruction from analysis of injures pollar N76-19482 Accident reconstruction from analysis of injures on spotial structure pollar N76-19482 IMPACT TESTS Standardisation of impact testing of protective hallows pollar N76-23292 IMPACT TESTS Standardisation of impact testing of protective hallows and fracture mechanics — analysis of engine impaler failure pollar N78-23492 IMPACT TESTS Standardisation of impact testing of protective hallows and fracture mechanics — analysis of engine impaler failure pollar N78-23492 IMPACT TESTS Standardisation of impact testing of protective hallows and fracture mechanics — analysis of engine impaler failure pollar N78-23492 IMPACT TESTS Improvement of atteraft buffet citaracteristics pollor N78-14030	INDUSTRIAL SAFETY Studies of symptotic TTS — notice threshold — human tolerances to noise hearirds [Industrial safety] pG225 N76-17780 INERTIA Testing of precision inertial gyroscopes {AGARD-AG-182} pO184 N74-35096 Feel force system with an inertia reduction capability g0126 N76-29305 INERTIAL GUIDANGE inertial energial sirines p0081 N76-32163 INERTIAL NAVIGATION A survey of modern air traffic control, volume 2 — a discussion of avergetion aids, inertial navigation, and instrument landing systems [AGARD-AG-209 VOL-2] p0052 N75-32066 Inertial navigation and air traffic control p0082 N78-32072 Practices aspects of Kalman Filtering Implementation (AGARD-LS-82) Experiences in the development of sided INS for aircraft p0058 N78-24200 Experiences in Right testing hybrid navigation systems p0058 N78-24200 Dasign and development of Kalman filters navigation systems p0058 N78-24201 The application of ring laser gyro technology to low-cost inertial navigation of more process p0061 N78-32163 Two new sensors and their possibilities in low cost heading reference systems p0061 N78-32163 Two new sensors and their possibilities in low cost heading reference systems p0061 N78-32163 INERTIAL PLATFORMS Design and ensitysis of low-order filters applied to the alignment of inertial payers for commercial airlines p0081 N78-32163 INERTIAL PLATFORMS Design and ensitysis of low-order filters applied to the alignment of inertial payers for commercial airlines p0081 N78-32163 INFECTIOUS DISEASES Aeromedical Implications of Recent Experience with Communicates airlines p0061 N78-32163	INFORMATION RETRIEVAL Generation, use, and transfer of information po283 N74-27458 A data network in the documentation and library area po264 N78-23374 On-line networking between information entries in pi255 N78-23378 international networking. Information entrieval requirements po265 N78-23379 Advancements in Retrieval Technology as Related to Information Systems [AGARO-CP 207] The role of the minicomputer in the information retrieval business. The minicomputer's role in data recording for information retrieval purposes and printed information po265 N77-16934. The virtual-system concept of networking bibliographic information systems. po267 N77-16938 INFORMATION SYSTEMS. Semi-suctionality information in the post of the pixel [AGARO-CR-207]. Popping and technology. A user's guide [AGARO-LS-09]. Po263 N74-27458 International medical information systems po263 N74-27458. International medical information systems po263 N74-27459. Problems of 8 Shill-ball information systems po263 N74-27462 international information systems po263 N74-27462 [International information systems po263 N74-27463 [International information po264 N75-18273] Problems of a bibliographic network and documentation center in Esiglium po264 N75-23372 [Internation of a bibliographic network and documentation center in Esiglium po264 N75-23372 [Internation of a bibliographic network and documentation center in Esiglium po264 N75-23372 [Internation of a bibliographic network and documentation center in Esiglium po264 N75-23372 [Internation of a bibliographic network and documentation center in Esiglium po264 N75-23372 [Internation of a bibliographic network and documentation center in Esiglium p
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Specialists Meeting on lingact Damage Tolerance of attructures [AGARO-CP-188] p0197 N76-19471 Structural integrity requirements for projectile impact damage: an overview p0197 N76-19472 Structural analysis of impact damage on wings p0197 N76-19473 Study of certain impact problems on stroraft structures p0198 N76-19475 Computer method for attrotal vulnerability enalysis and the influence of structural damage on total vulnerability p0198 N76-19475 Observable of structural damage on total vulnerability p0198 N76-19477 Observable of engine debris and some proposals for reducing potential damage to sucreaft structure p0198 N78-19479 Studies of engine rotor fragment impact on protective structure p0198 N78-19482 Accident reconstruction from analysis of injuries Accident recomposites analysis of injuries p0198 N78-19482 Accident reconstruction from analysis of p111 N78-23299 Projectite Aliberts and impact teating of protective halmats (AGARO-Resp) p0111 N78-23292 IMPACT TESTS Standardisation of impact teating of protective halmats (AGARO-Resp) p0198 N78-19400 analysis of engine impact failure p0195 N78-23462 IMPACT TESTS Standardisation of impact teating of p0195 N78-23462 IMPACT TESTS An analysis of e test fatigue failure by fractography and fracture mechanics analysis of engine impact failure p0195 N78-23442 IMPACT TESTS Observable N78-23442 IMPACT TESTS An analysis of e test fatigue failure by fractography and fracture mechanics	INDUSTRIAL SAFETY Studies of symptotic TTS — notes threshold - human tolerances to noise hezerds [Industrial safety] pG225 N76-17790 INERTIA Testing of precision inertial gyroscopes {AGARD-AG-182} pD184 N74-35098 Feel force system with an inetia reduction capability g0126 N76-29305 INERTIAL GUIDANGE inertial arrivations p0061 N76-32163 INERTIAL NAVIGATION A survey of modern at traffic control, volume 2 — a discussion of avergetion aids, inertial navigation, and instrument landing systems [AGARD-AG-209 VOL-2] p0052 N76-32068 [Inertial navigation and air traffic control p0082 N76-32068 [Inertial navigation and air traffic control p0088 N76-24206 Experiences in the development of sided IN8 for aircraft Experiences in Right tasting hybrid asvigation systems Design and development of Kalman Filtering Implementation (AGARD-LS-82) p0058 N76-24200 Design and development of Kalman Riters pavigation systems Design and development of Kalman Riters navigation systems Design and development of Kalman Riters navigation inertial navigation of timp lases g0058 N76-2420 [Inertial navigation of timp lases g0058 N76-32163 [Inertial navigation from poof p0061 N76-32163 [Inertial navigation for commercial airlines p0061 N76-32163 [Inertial navigation for commercial airlines p0061 N76-32163 [INERTIAL PLATFORMS] Design and enalysis of low-order filters applied to the alignment of inertial platforms p0061 N76-32163 [INERTIAL PLATFORMS] Design and enalysis of low-order filters applied to the alignment of inertial platforms p0061 N76-32163 [INERTIAL PLATFORMS] Aeromedical implications of Recent Experience with Communicable Diseases [AGARD-CP-158] Transportation of passengero with contegious diseases [AGARD-CP-158] Transportation of passengero with contegious diseases	INFORMATION RETRIEVAL Generation, use, and transfer of information p0283 N74-27458 A data network in the documentation and library area p0284 N75-23374 On-line networking between information centrae p0285 N75-23378 International networking, information retrieval requirementa p0286 N75-23378 Advancementa in Retrieval Technology as Related to information Systems [AGARO-CP 207] p. 2008 N77-16930 The role of the minicomputer in the information retrieval business p0286 N77-16931 The minicomputer's role in data seconding for information retrieval purposes and printed information p0286 N77-16934 The virtual-system concept of networking bibliographic information systems INFORMATION SYSTEMS Semi-sutornatic indexing State of the art AGARO-CB-09] How to obtain information in different fields of science and sectionally. A user's guide [AGARO-LB-09] Generation, use, and transfer of information computerized data management Federal information systems p0283 N74-27467 International medical information systems p0283 N74-27468 Congenitation of STRIDA (system for processing air delense information systems p0283 N74-27468 Organization of STRIDA (system for processing air delense information centre p0284 N75-23372 National and international networks of liberaries, documentation and information centres (AGARO-CP-158) P0284 N75-23372 Linking US/DOD and other scientific/technical on-line systems An approach to the development of library and information systems An approach to the development of library and information
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Specialists Meeting on lingact Damage Tolerance of attructures [AGARO-CP-188]	INDUSTRIAL SAFETY Studies of saymptotic TTS — notice threshold - human tolerances to noise hezerds (Industrial safety) pC225 N76-17790 INERTIA Teating of precision inertial gyroscopes (AGARD-AG-192) pO184 N74-35096 Feel force system with an inertia radiotion capability pO126 N76-29305 INERTIAL GUIDANGE inertial entires pC081 N76-32163 INERTIAL NAVIGATION A survey of modern air traffic control, volume 2 — a discussion of navigation adia, inertial navigation, and instrument landing systems (AGARD-AG-209 VOL-2) pO052 N75-32066 Inertial navigation and air traffic control pC082 N75-32067 Practices aspects of Kalman Filtering Implementation (AGARD-LS-82) pO058 N76-24206 Experiences in Right teating hybrid asveption systems pC088 N76-24204 Design and development of kalman Ritters navigation systems pC088 N76-24206 The application of ring laser gyro technology to low-cost inertial navigation for commercial entiries navigation inertial navigation of the pC088 N76-24206 The application of ring laser gyro technology to low-cost inertial navigation for commercial entires pC088 N76-24206 Inertial navigation for commercial entires politic in low cost beading reference systems — for helicoplers and fland-white sincreh INERTIAL PLATFORMS Design and enalysis of low-order filters applied to the elignment of inertial pletforms pC088 N76-24207 INERTIAL PLATFORMS A seromadical implications of Recent Experience with communicable Disease (AGARD-CP-189) Transportation diagnosis and realment of smallpox, choices and legrosy pC223 N76-14786 Lassa fever: To air evacuate or notip223 N76-14786 Lassa fever: To air evacuate or notip223 N76-14786 Lassa fever: To air evacuate or notip223 N76-14786	INFORMATION RETRIEVAL Generation, use, and transfer of information po283 N74-27458 A data network in the documentation and library area po284 N78-23374 On-line networking between information entries in pi0255 N78-23378 international networking. Information entrieval requirements po255 N78-23379 advancements in Retrieval Technology as Related to Information Systems [AGARO-CP 207] The role of the minicomputer in the information retrieval business. The minicomputer's role in data recording for information retrieval purposes and printed information po265 N77-16938. The unitual-system concept of networking bibliographic information systems. po265 N77-16938. INFORMATION SYSTEMS. Semi-suctional information in different fields of science and technology. A user's guide [AGARO-LE-09] po263 N74-19028 [AGARO-LE-09] po263 N74-27458 [International medical information systems po263 N74-27458 [International medical information systems with on-line computerized data management po263 N74-27458 [International information systems of poperation of po263 N74-27462 [International information systems po264 N78-2337] National and international networks of libraries, documentation and information centres [AGARO-CP-158] po265 N74-27463 [International of StRIDA (system of processing site po265 N74-27463 [International of StRIDA (system of processing site po265 N74-27463 [International of StRIDA (system of processing site po265 N78-2337] National and international networks of libraries, documentation and information centres in po265 N78-23378 An approach to the development of tibrary and information networks with special reference to the UK po265 N78-23371 [International networking between information centres in po265 N78-23371 [International networking between information centres in p
Specialists Meeting on lingact Damage Tolerance of attructures [AGARO-CP-188] AGARO-CP-188] Structural integrity requirements for projectile impact damage: an overview polish N76-19472 Structural analysis of impact damage on wings polish N76-19473 Stody of certain impact problems on stroralt structures polish N76-19475 Computer method for attoralt vulnerability ensigns and be influence of structural damage on total vulnerability polish N76-19475 Damage tolerance of semimonocogue stroralt polish N76-19479 Definition of angine debris and some proposals for reducing potential damage to encreal structure polish N76-19479 Studies of engine rotor fragment impact on protective structure polish N76-19489 Sudies of engine cases associated with bade ruptures polish N76-19482 Accident reconstruction from analysis of injunes Accident reconstruction from analysis of injunes polish N76-19482 Accident reconstruction from strumentation	INDUSTRIAL SAFETY Studies of symptotic TTS — notes threshold - human tolerances to noise hearrds [Industrial safety] pG225 N76-17790 INERTIA Testing of precision inertial gyroscopes {AGARD-AG-182} pO184 N74-38096 Feel force system with an inertia reduction capability pO126 N76-29305 INERTIAL GUIDANCE inertial navigator for commercial sirines pO081 N76-32163 INERTIAL NAVIGATION A survey of modern air traffic control, volume 2 — a discussion of navigation aids, merital navigation, and instrument landing systems [AGARD-AG-209 VOL-2] pO052 N75-32066 inertial navigation and air traffic control. Volume 2 — a discussion of navigation aids, merital navigation, and instrument landing systems p0082 N76-32072 Practices aspects of Kalman Filtering Implementation (AGARD-AG-209 VOL-2) p0058 N76-32072 Experiences in the development of abded INS for arrorath pooses are p0068 N76-32470 p0058 N76-32470 p0058 N76-24201 p0058 N76-24201 p0058 N76-24201 p0058 N76-24201 p0058 N76-24201 inertial navigation of ring laser gyro technology to low-cost inertial navigation of ring laser gyro technology to low-cost inertial navigation of ring laser gyro technology to low-cost inertial navigation of ring laser gyro technology to low-cost inertial navigation of ring laser gyro technology to low-cost inertial navigation of mineral navigation of mineral navigation p0068 N76-32163 Two new sensors and their possibilities in low cost leading reference systems — for helicopters and fixed-wing siterah Design and enalysis of low-order filters applied to the alignment of inertial pictorms p0061 N76-32163 INERTIAL PLATFORMS Design and enalysis of low-order filters applied to the alignment of metital pictorms p0061 N76-32163 INERTIAL PLATFORMS Design and enalysis of low-order filters applied to the alignment of metital pictorms p0223 N76-14760 Importation diagnosis and treatment of enaligox, choices and legrey Transportation of passengers with contagious diseases on elimers. JOSS N76-14780 Lassa fever: To air evocute or not p0223 N76-1476	INFORMATION RETRIEVAL Generation, use, and transfer of information p0293 N74-27458 A date network in the documentation and library area p0294 N78-23378 On-line networking between information entress in Europe p0295 N78-23378 international networking. Information entress in p0295 N78-23378 Advancements in Retrieval requirements p0295 N78-23378 Advancements in Retrieval Technology as Related to Information Systems [AGARO-CP 207] The role of the minicomputer in the information retrieval purposes and printed information retrieval purposes and printed information p0295 N77-16934 The virtual-system concept of networking bibliographic information systems p0297 N77-16938 Sami-automatic indexing State of the art [AGARO-CR-RH-179] p0263 N74-19028 [AGARO-LB-99] p0263 N74-19028 [AGARO-LB-99] p0263 N74-27457 [AGARO-CR-RH-179] p0263 N74-27458 [International medical information systems p0293 N74-27458 [International medical information systems p0293 N74-27458 [International medical information systems p0293 N74-27458 [International information systems p0293 N74-27458 [Int
Specialists Meeting on lingact Damage Tolerance of attructures [AGARO-CP-188]	INDUSTRIAL SAFETY Studies of saymptotic TTS — notice threshold - human tolerances to noise hezerds (Industrial safety) pC225 N76-17790 INERTIA Teating of precision inertial gyroscopes (AGARD-AG-192) pO184 N74-35096 Feel force system with an inertia radiotion capability pO126 N76-29305 INERTIAL GUIDANGE inertial entires pC081 N76-32163 INERTIAL NAVIGATION A survey of modern air traffic control, volume 2 — a discussion of navigation adia, inertial navigation, and instrument landing systems (AGARD-AG-209 VOL-2) pO052 N75-32066 Inertial navigation and air traffic control pC082 N75-32067 Practices aspects of Kalman Filtering Implementation (AGARD-LS-82) pO058 N76-24206 Experiences in Right teating hybrid asveption systems pC088 N76-24204 Design and development of kalman Ritters navigation systems pC088 N76-24206 The application of ring laser gyro technology to low-cost inertial navigation for commercial entiries navigation inertial navigation of the pC088 N76-24206 The application of ring laser gyro technology to low-cost inertial navigation for commercial entires pC088 N76-24206 Inertial navigation for commercial entires politic in low cost beading reference systems — for helicoplers and fland-white sincreh INERTIAL PLATFORMS Design and enalysis of low-order filters applied to the elignment of inertial pletforms pC088 N76-24207 INERTIAL PLATFORMS A seromadical implications of Recent Experience with communicable Disease (AGARD-CP-189) Transportation diagnosis and realment of smallpox, choices and legrosy pC223 N76-14786 Lassa fever: To air evacuate or notip223 N76-14786 Lassa fever: To air evacuate or notip223 N76-14786 Lassa fever: To air evacuate or notip223 N76-14786	INFORMATION RETRIEVAL Generation, use, and transfer of information po283 N74-27458 A data network in the documentation and library area po284 N78-23374 On-line networking between information entries in pi0255 N78-23378 international networking. Information entrieval requirements po255 N78-23379 advancements in Retrieval Technology as Related to Information Systems [AGARO-CP 207] The role of the minicomputer in the information retrieval business. The minicomputer's role in data recording for information retrieval purposes and printed information po265 N77-16938. The unitual-system concept of networking bibliographic information systems. po265 N77-16938. INFORMATION SYSTEMS. Semi-suctional information in different fields of science and technology. A user's guide [AGARO-LE-09] po263 N74-19028 [AGARO-LE-09] po263 N74-27458 [International medical information systems po263 N74-27458 [International medical information systems with on-line computerized data management po263 N74-27458 [International information systems of poperation of po263 N74-27462 [International information systems po264 N78-2337] National and international networks of libraries, documentation and information centres [AGARO-CP-158] po265 N74-27463 [International of StRIDA (system of processing site po265 N74-27463 [International of StRIDA (system of processing site po265 N74-27463 [International of StRIDA (system of processing site po265 N78-2337] National and international networks of libraries, documentation and information centres in po265 N78-23378 An approach to the development of tibrary and information networks with special reference to the UK po265 N78-23371 [International networking between information centres in po265 N78-23371 [International networking between information centres in p

International data communications

Prospects and p0267 N77-16935

UD 176 N74-28786

pQ177 N75-31386

The problem of optimization of user benefit in ccientific

and technological information transfer [AGARO CP: 179] A Monte Carlo analysis of the effects of instrumentation errors on sucraft parameter identification p0005 N75-30002 problems Maximising the use of an information n0270 N76-25098 Error estimation for strain gauges with marallic measuring p0199 N76-25684 Technological up dating for the manufacturing industry p0270 N76 25101 international anvironment INVISCID FLOW Numerical methods for predicting subsonic, transonic and Maximizing user benefit from a technical information INSTRUMENT FLIGHT RULES p0270 N76 25103 The use of helicopter aspebilities in bad weather reads and requirements for future equipmentp0011 N75 30053 [AGARDOGRAPH-187] On the use of quantitative data in information science p0270 N75 25105 Theory of mixing flow of a perfect fluid around an terbody and a propulsive jet pOO28 N75-23493 Fratieoffs between crew training and exotic equipment afterbody and a propulsive jet The characteristics required to make a good information for might and foul weather lying p0011 N75 3054 Effect on nep of the earth requirements on ancient performance during night attack helicopter operations p0011 N75-30055 frediction of the optimum location of a nacella shaped p0270 N78 28108 body on the wing of a wing-body configuration by inviscid flow analysis p0030 N76-23810 information utilization in government research metitu tions. An attempt at a user-oriented approach Computational methods for invisuid and viscous two-andp0270 N76-25107 Requirements for operation of fight helicontents at night and in poor visibility p0012 N75-30058 Take-off and landow water the pool of the US Army experience in low level night flight User response to the SDI service developed at Aeronautical Research Laboratories, Australia — p0270 N76 25108
Listening to the user — A case atudy p0271 N76-25109 three dimensional flow fields AGARD-LS-73 The computation of transcript flows past seriologis in solid.

nomic or alotted wind tunnels p0115 N76-25232 Information requirements of engineering designers p0271 N78-25110 porous or slotted wind tunnels Through-flow calculations based on matrix inversion p0040 N77-12016 Take-off and landing — seminar on aircraft guidance, control, stability, and flight characteristics during approach and landing and takeoff [ADARD-CF-160] p0001 N76-21219 industry documentation: A necessary evil ION SHEATHS p0271 N76-26111 p0001 N76-21219 Introductory aurey Nonlinear effects in plasma resonances and ion sheath p0187 N74-31833 GARD-CF-160)
Guidence philosophy for militery instrument lending 90003 N75-21233
The improvement of visual aids for approach and landing The voice of the user. His information reads and resonances and ion sheeth pO187 N74-31833 Modification of the pleane impedance of an antenna due to ion sheeth induced nonlinearities ... numerical analysis of radio frequency scattering pO158 N74-31836 IONOSPHERIC COMPOSITION requirements (which are not what the information specialists p0271 N76-26112 Applying the user/system interface analysis results to plimize information transfer p0271 N76-28114 landing sids for improved operation under fog condi-ons p0003 N78-21234 A complementary filtering technique for deriving eneralt p0271 N76-25114 DNOSPHERIC COMPOSITION
Introductory survey A survey of tenespheric modification
effects produced by high power HF radio waves
polition of the power HF radio waves
polition of the power HF radio waves
polition of the power HF between the pow Advances in military cockpit displays p0231 N76-27855 velocity and position information --- onboard navigation system and radar tracking signals for instrument landing International data communications Prospects and 20005 N78-30004 spriesch guidence p0006 N78-3004
The nuclear lending and for haltoopters during the halta
approach phase p0014 N78-30074
An automatic flight control system for a haltoopter system
p0016 N78-30079
A survey of modern sit traffic control, volume 2 · · · a
discussion of navigation adds, merital navigation, and 10NOSPHERIC CROSS MODULATION international environment Double cross modulation in the D-region pO168 N74-31841 IONOSPHERIC DISTURBANCES INFRARED DETECTORS Parametric instabilities in the tonosphere excited by powerful radio waves observed over Aracitio 90185 N74-31815 Observations of enhanced on line frequency spectrum Instrument landing systems [AGARD-AG-209-VOL-2] Display devices and their use in ayionics systems ... H0052 N75-32066 GARD-AG-209-Vol.-z₁ Landing guidance systems p0082 N78-32075 Instrument lending system performance prediction p0087 N78-23218 factors affecting selection and performance optical sensors p0260 /actors emecting selection and performance or electro-optical sentents — 0280 N75-10778 Optics for passive viewing thirdcs - - chiracteristics and applications of infrared detactors for image intensification p0280 N75-10781 during Arecibo ionospheric modification experiment pO155 N74-31816 Onset, growth and motions of ionospheric disturbances Independent landing monitors/survey report p0057 N76-23220 ressive infrared systems ··· effects of atmosphere on imaging techniques and sensor design p0281 N75-10784 Forward looking intered systems p0212 N76-26781 INFARED IMAGERY INSTRUMENT TRANSMITTERS caused by high intensity electromagnatic heating politic Nr4-31817 Modeling of ionospheric perameter interactions in the OUIPS device --- pleams instabilities produced by electromagnatic pump effect | politic Nr4-31820 Transducers or design, development, and application of transducers in flight test instrumentation systems p0077 1974-28907 thermal imaging sensors for helicopters INSTRUMENTS p0013 N78 30063 The apturation apectrum of parametric instabilities Instrumentation and measurement of laser radiation p0150 N76-11309 INFRARED INTERPEROMETERS the provision apparation or parametric instabilities
of 156 N74-31822
Theory of double resonance parametric accitation in the
longiphers — by electrostatic waves points N74-31823
Amplitude activitiation beservations and systems applica-Current problems of optical interferometry used experimental gas dynamics p0154 N77-112 INFRARIO LASERS INTAKE SYSTEMS p0184 N77-11244 The measurement of the transonic spillage that of a supersonic intake p0027 N75-23488 personic intake
Temperature measurement for advanced gas turbine
p0092 N75-23597 Opto-electronics --- application of electro-optical equip-Amplitude somiliation observations and systems spinite-ion --- fade afetistics in transitionophetic radio communities po 164 N76-20304 Simulation and Implementation of a modulation system ment for evionic systems [AGAND.18.71] p0260 N78-10774 INTEGRATED CINCUITS Design problems related to radio communication with an integrated airborne system p0182 N76-18286 INTERPACES INFRARED RADIATION for overcoming ionospheric scintilistion facing — in satellite communication po 164 N75-20305 Channel facing on air mobile satellite communications into po 164 N76-20306 Representation of hot jet turbulence by means LO256 N74-22648 infrared emission p0256 N74-22648
Measurement of simospheric absorption by utilization Information requirements of engineering designers
p0271 N76-25110
Applying the user/system interface analysis results to
stimize information transfer p0271 N76-25114 Measurement of atmospheric assorption by unitarity of an infrared solar radiation receiver p0206 N76-29842 INFRARED RADIOMETERS
Measurement of atmospheric absorption by unitiration of an infrared solar radiation receiver p0206 N76-29842 Formation and movements of tonospheric irregularities the surgeal Eviguion pO 167 N 76-20330 In the autoral E-region optimize information transfer Type 1 pregularities in the autoral and equatorial electrojets pO187 N74-31826 Nonlinear theory of tractabilities in the equatorial electrojet pO187 N74-31827 (DNSPMERIC ELECTRON DENSITY POSSPMERIC ELECTRON DENSITY Representations of the property of the property of the posspheric possp INFRARED TRACKING
Missile radar quirisnes laboratory
INFRASONIC FREQUIANCIES Aerodynamic interference between fuselage and lifting jets emerging from its lower part — effect of two high velocity lifting jets on induced lift and pitching moments p0086 N74-20413 Study of man's physiological response to exposure to mire sound levels of 130 dB p0718 N78-27711 INHOMOGENEITY Subsonic base and boatted day, an analytical apposed poor? N75-23492
The subsonic base drag of cylindrical twin-jet and anole-let afterbodies poors N75-23498 Nonlinear magnetologic effects in the magnetoguiding of whistlers p0157 N74-31832 Nonlinear maginition of whatters introductory survey Wave Interaction in the lower incosphere A survey long there are a survey long there are a survey long there is no the applier accuracy of satellite tracking at VHF or UHF.

A new computer-based method of HF sky-wave signal prediction using vertical-incidence oncomodial measurements.

p0.165 N.76-2031 Methods for solving the equation of radiative transfe The substance uses pouze error single-jet afterbodies in V/STOL testing at low speeds pours N76-28251 p0204 N76 29826 through feste thickness layers INLET FLOW Sources of distartion and compatibility p0089 N75 12958 Application of rutor mounted pressure transducers to INTERPERENCE LIFT Jul 11ft problems of V/STOL arroraft p0025 N75-13811 analysis of infat turbulence—flow distortion in turbofan angine infat — Dynamic internal flows in compressors with pressure matrix-duited infat conditions—p0098 N78-2518 Prediction of serodynamic interference effects with jet-lift id fem-lift VTOL arguett u0028 N78-13818 ments points
poi Dynamic internal flows in soundary p0098 N78-2518 matrice-buted intel conditions p0098 N78-2518 Axi. flow rotor unsteady response to circumferential inflow, distortions transmission of circumferential intel distortion through p0098 N78-25188 p0098 N78-25188 nd fandifi VTOL arcenti Indeptrising February Propagation In International Interna p0039 1476-23168 Preface to floures and tables An interior ballistics model for a spinnin inning rocket motor pD144 N77 11193 tracking IDNOSPHERIC HEATING introductory survey. Potential applications of mosopheric modification to seronomy. p0.185 N74-31813. Onset, growth and motions of issuespheric discumbances. a rotur
Multiple segment parallel compressor model for crown
ferential flow distortion
The unstandy strodynamic response of an arfull cascade
to a time variant supersonic intel flow held
p0099 N76-28198 INTERMODULATION The conumpheric propagation of the modulated waves carrier frequencies far from and varying around the ovrofrequency p0169 N74-31844 caused by high intensity electromagnetic heating nO188 N74 31817 INTERNATIONAL COOPERATION The saturation spectrum of parametric instabilities pO 156 N74-31822
Generation of large scale field-aligned density irregulari-International information systems for physical scientists INIST PRESSURE p0263 N74-27483 Generation of large scare heromognetic electromagnetic pO156 N74-31824 The relationship between steady and unsteady special distortion — in turbocompressor intake flow p0098 N78 25187 Director's annual report to the North Atlantic Military ommittee p0272 N78-15896 ties in condeposite meaning of 0.0156 N.74-31 sa-ware decay.

Bisciton heating in the ionosphera by powerful gyro-waves.

Wave interaction using a partially reflected probing p.0156 N.74-31840 Secondary power systems for advanced interest!
[AGARD-AG-208] p0090 N78-22326 INORGANIC COMPOUNDS Basic data — thermodynamic properties/thermophysical properties — melal oxidias p0129 N76-11245 INPUT/OUTPUT ROUTINES National and international networks of libraries, documen-Wave interests in the ionospheric D-region poliss N74-31842 tation and information centres Review of developments in Computer Output Microfilm (COM) and micrographic technology, present and future [AGARD-LS-85] p0285 N77-10945 AGARD CP 188 p0264 N76 23372 Numerical solution of a problem of nonlinear wave policy N74 31843 International natworking Information retrieval require-tions p0268 N75-23379 ments propagation through plasmas INSPECTION Improved Nozila Testing Techniques in Transonic Flow [AGARD-AG-208] p0178 N76-18357 IONOSPHERIC NOISE Design for inspection and planning for maintenance of structural integrity p0188 N78-18481 Narrowbend redio noise in the topside lonosphere p0158 N74-31834 Contribution of the National Agronautics and Space Administration Langley Research Center IONOSPHERIC PROPAGATION de antenna systems for small amplanes and helicopters p0179 N76-16355 Nonlinear affects in electromagnetic wave propagation - conference on radio frequency scittering during londep--- selection and installation of enternas

The problems associated with international design teams and their solutions — considering aircraft structures p0072 N76-17096

The gatekeeper hypothesis and the international transfer

of scientific knowledge

henc propagation [AGAND-CP-138]

p0170 N74-31676

ion time p0248 N75-18285

INSTRUCTION SETS (COMPUTERS)

Macros An instruction concept change -- with improved storage afficiency and program execution time

IMSTRUMENT ERRORS

pO155 N74-31812

Nonlinear magnetoronic effects in the magnetoguiding whiteflers

Resonance phenomena observed on mother-daughter rocket flights in the aurural innospherap0168 N74-31835	Arcraft ness generation, smission and reduction [AGARD-LS-77] p0093 N75-30166	Datalled experimental and theoretical analysis of the serodynamic interference between lifting jets and the
The tonospheric propagation of the modulated waves with	Jet and airframe noise p0093 N75-30167	fullelage and wing p0030 N75-23509
gyrofrequency pO189 N74-31844	Atmospheric propagation and sonic boom p0093 N15-30168	A method for the calculation of the flow field induced
The propagation of radio waves through periodically varying media p0252 N75-22063	People communities and arroraft operations	by a jet exhausting perpendicularly into a cross flow p0025 N75-13813
longspheric and tropospheric scintillation as a form of	p0093 N75-30189 Jet angine noise and its control p0093 N75-: 0170	JET PROPULSION
noise p0160 N76-16262 The influence of particular weather conditions on radio	Duct acoustics and multiers p0093 N75 30172	Twin jet exhaust system test techniques · · · Integrating airframe and propulsion system for wind tunnel models
Polarized nuise in the stmosphere due to rein	The role of EPA in regulating aircraft/airport noise p0094 N75-30173	p0029 N78-23500
pO160 N76 16265	The effects of ear protectors on some automatic responses	Airframe Engine interaction for engine configurations mounted above the wing Part 2 Engine jet simulation
Hadio systems and the ionosphere [AGARD CP 173] p0184 N76 20302	to encraft and impulsive noise — stress (physiology) p0226 N76-17794	problems in wind tunnel tests p0030 N75-23512 JRT THRUST
Transionospheric affects on range measurements at VHF	JET BLAST EFFECTS	Messutement techniques for jet interference effects
for integrated satellite ranging system for locating ships p0184 N76-20307	The prevention of separation by blowing in two- dimensional flow p0034 N78-17044	JETTISONING PO116 N78-28240
Plasmaspherio contribution to group-path-dalay of transionospherio satellite navigation signals	JET CONTROL	Comments on mathematical modelling of external store release trajectories including comparison with flight data
p0165 N76-20308	An air Intake control system for a supersonic lighter aircraft p0091 N75-23589	··· (pradiction enalysis techniques for jetticoning of external
Long range VHF transequatorial for the European-African path, a review of time delay measurements.	JET ENGINES	stores) p0123 N76-25301 Comments on wind tunnel/flight correlations for external
p0165 N76-20310 A new con-puter based method of HF sky-wave signal	Comparative appraisal of propulsion systems for VTOL- alread: functional description and classification of aircraft	stores jettison tests on the F 104 S and G 51 Y alroids p0123 N76-25302
prediction using vertical-incidence ionosonde measure-	jet propulsion systems p0085 N74-20402	JOINING
ments p0165 N75-20311 A comparison between the Deutsche Bundaspost	Basic research requirements for V/STOL propulsion and drive-train components analysis of jet engine operating	A review of selected manufacturing technology programs for metals joining p0167 N75-22751
tonospheric HF radio propagation predictions and measured field strengths p0165 N76-20312	parameters for exist and radial turbines p0086 N74-20412	
Swaep frequency propagation on an 8,000 km transeq-	Use of cross-correlation measurements to investigate	K
unional moth south path p0165 N76-20313 Techniques for real-time HF channel measurement and	noise generating regions of a real jet engine and a model jet p0257 N74-22650	PAIMAN SUTERS
optimum data transmission p0168 N76-20318	Low cycle high temperature fatigue in aircraft jet	Construction of suboptimal Kalman filters by pattern
Selection technique of the optimal frequency for data transmission through the ionosphere p0168 N76-20317	engines conference proceedings [AGARD-CP-188] p0198 N78-10487	search p0103 N74-31436 Estimation of the aircraft state in non-steady flight
HF transmission of numerical data ··· in lonoaphere pQ168 N76-20321	Problems of low cycle high temperature fatigue in aircraft	using the Kalman filtering and maximum likelihood estima-
Description of a self-adaptive system for data transmis-	Precision in LCH1F testing · · · of aircraft jet angines	tion techniques p0007 N75-30016 Fractical sepects of Kalman Filiating Implementation
sion through the innosphere p0167 N76-20324 Influence of spread-F on HF radio systems · · · transequat-	p0195 N78-10490 The effect of cycle parameters on high temperature low	[AGAND-LS-92] p0068 N76-24200 Practical considerations in implementing Kalman filters
orial signal fading p0167 N76-20326 Application of pseudo-orthogonal codes to transmission	cycle fatigue in sircraft jet engines p0195 N75-10491	p0068 N76-24102
through the lanor-phere p0167 N76-20327	Lifetime prediction methods for elevated temperature fatigue · · · in strorati jet engines p0186 N76-10493	Experiences with the B-1 navigation filter p0068 N76-24203
Formation and movements of ionospheric cragularities in the auroral E-region p0167 N76-20330	Design procedures for elevated temperature low-cycle fatigue as applied to aircraft let engines	Design and development of Kalman filters nevigation
High resolution measurements of time delay and angle	p0196 N75-10494	Design and analysis of low-order filters applied to the
IONGSPHERIC SOUNDING	Oistortion induced engine instability [AGARD-LS-72] p0089 1775-12934	alignment of inertial platforms p0059 N76-24207 KALMAN-SCHMIDT FILTERING
Introductory survey Nonlinear effects in plasma resonances and ion sheath p0187 N74-31833	Introduction to distortion induced engine instability	A ship tracking system using a Kalman-Schmidt filter
IONGSPHERIC STORMS	p0089 N75-12985 Sources of distortion and compatibility	KARMAN VORTEX STREET
An ionuspheric storm model used for forecasting · · · in radio communications p0165 N76-20314	Prediction techniques p0069 N75-12986	Von Karman vortex streets in the wakes of subsonic and transonic cascades ··· flow visualization by schlieren
Fundamental considerations in the design of ferrous alloys	Monitoring and control of serospace vehicle propulsion	photography p0099 N76-25196
··· austenitizing phase in heat treatment	p0243 N75-15243 An experimental study of the influence of the jet	The nonplanar learner functions p0039 N76-23165
P0136 N76-19273	parameters on the afterbody diag of a jet engine nacelle scale model p0178 N76-16360	Wide out versus kerosene fuels. Fire safety and other
Fretting wear of steel in lubricating oils p0147 N78-22503	Characterization of components performance and optim-	operational aspects p0045 N76-14062
INREGULARIYIES	izalion of matching in jet-engine development p0101 N75-26214	Impulsive sources of asrodynamic sound · · · shedding
Observation of irregularities in the sub-surgraf F region of the (oncephere through a backscatter technique and a	JET EXHAUST Jet Interference of a podded engine installation at cruise	of kinetic energy due to rapid acceleration of large bodies pO265 N74-22842
mid-latitude station p0167 N76-20329	conditions p0027 N75-23490	Kinetic energy of turbulence in flames
Transportation by air of a Lassa fever patient in 1974	Predicting the maximum lift of jet-flapped wings	p0148 N75-30365 Killetic energy of turbulence in flames problem
p0223 N76-14763 Lessa faver To all evacuate or not p0223 N76-14764	Ground effect on airfolfs with flaps or jet flaps	solving [AGARD-CP-164-PAPER-2] p0136 N76-18252
International quarantine for control of mosquito-borns diseases un Guarii p0223 N76-14765	pú025 N75-13616	KIRCHHOFF LAW OF RADIATION
ITERATIVE SOLUTION	High frequency gost turnel p0116 N76-28242 A brief flight-turnel comparison for the Hunting H 126	New justification for physical optics and the sperture-field mathod analysis of electromagnatic wave transmission
Theoretical studies of the transfer of solar radiation in the atmosphere p0204 N75-29827	jet flap stroight p0122 N76-25294 JRT FLOW	p0280 N78-22049
•	Aerodynamic interference between fuselage and lifting	1
J	jets emerging from its lower part effect of two high- velocity lifting jets on induced lift and pitching moments	L
JAGUAR AIRCRAFT	p0086 N74-20413 Noise machanisms AGARD conference on propagation	L-1011 AIRCRAFT
Comparison of the spin and low incidence autoretation	and reduction of jet noise	Effect of yew damper on lateral gust loads in design of the L-1011 transport p0102 N74-25551
of the Jaguer strike stroraft pD105 N76-29248	and reduction of jet noise [AGARD-CP-131] p0256 N74-22840	the U-1011 transport p0102 N74-25551 LABORATORIES p0102 N74-25551
of the Jaguar strike arresalt pD106 N76-2924B Spin Hight test of the Jaguar. Mirage F1 and Alpha-jet aucraft pD108 N76-29264	and reduction of jet noise [AGARD-CP-131] Experimental evaluation of fluctuating density and radiated noise from a high-temperature jet	the U-1011 transport p0102 N74-25581 LABORATORIES The role of the clinical laboratory in aerospace medicine
of the Jagues strike arroth p0108 N76-29248 Spin Hight test of the Jaguer. Mirage F1 and Alpha-jet autraft p0108 N76-29264 JET AIRONAFT The fluid thynamics aspects of air pollution related to	and reduction of jet noise [AGARD-CP+131] p0256 N74-22840 Experimental evaluation of fluctuating density and radiated noise from a high-temperature jet p0256 N74-22844 Distributions of sound source interesties in substance and	the L-1011 transport p0102 N74-25581 LABORATORIES The role of the clinical laboratory in serospecs medicine [AGARO-CP-180] p0228 N76-27819
of the Jaguer strike aircraft p0106 N76-29248 Spin light test of the Jaguer. Mirage F1 and Alpha-jet aircraft p0106 N76-29264 JET AIRCNAFT	and reduction of jet noise [AGARD-CP-131] p0256 N74-22840 Experimental evaluation of fluctuating density and radiated noise from a high-temperature jet p0256 N74-22844 Distributions of sound source intensities in subsonic and supersonic jets p0256 N74-22845	the L-1011 transport p0102 N74-25581 LABORATORIES The role of the clinical laboratory in aerospace medicine [AGARD-CP-180] p0228 N76-27819 The laboratory rule in early detection of disease p0228 N76-27820
of the Jagues strike arresh p0108 N76-29248 Spin flight test of the Jaguer, Mirage F1 and Alpha-jet aucraft JET AIRCHAPT The flust dynamics aspects of air pollution related to aircaft operations [AGARO AR-65] p0202 N74-26104 The dispersion of propellants from aircraft	and reduction of jet noise [AGAHD-CP-131] p0256 N74-22840 Experimental evaluation of fluctuating density and reduct noise from a high-temperature jet p0256 N74-22844 Distributions of sound source intensities in subsonic sist subsonic pits p0256 N74-22845 [Representation of hot jet turbulence by means of its infrared emission.	the L-1011 transport p0102 N74-25581 LASORATORIES The role of the clinical laboratory in serospace medicine [AGARD-CP-180] p0225 N76-27819 The laboratory rule in early detection of divesse p0225 N76-27820 Laboratory employment in serospace medicine
of the Jaguer strike arrorah p0108 N76-29248 Spin Hight test of the Jaguer. Mirage F1 and Alpha-jet aucraft JET AIRONAFT The fluid dynamics aspects of air poliution related to airoraft operations [AGARO-AR-55] p0202 N74-26104 The dispersion of propellants from aircraft p0202 N74-26109 Air poliution from aircraft p0202 N74-26109	and reduction of jet noise [AGAHD-CP-131] p0256 N74-22840 Experimental evaluation of fluctuating density and reduction not fluctuating density and reduction of such a high-temperature jet p0256 N74-22844 Distributions of sound source intensities in subsonic sist upersonic jets p0256 N74-2286 Representation of hot jet turbulence by means of its infrared emission p0256 N74-22848 The issue of convective amplification in jet noise p0257 N74-22852	the L-1011 transport LABORATORIES The role of the clinical laboratory in aerospace medicine [AGARO-CP-180] The laboratory rule in early detection of disease p0228 N76-27810 Laboratory employment in aerospace medicine p0228 N76-27821 Common problems ancountered in laboratory screening
of the Jagues strike arrosh p0108 N76-29248 Spin flight test of the Jaguer. Mirage F1 and Alpha-jet aurosh JET AIROBART The fluid dynamics espects of air politicion related to airosh operations [AGARO-AR-65] fine dispersion of propellants from aircraft p0202 N74-26104 fine dispersion of propellants from aircraft	and reduction of jet noise [AGARD-CP-131] Experimental evaluation of fluctuating density and radiated noise from a high-temperature jet p0255 N74-22844 Distributions of sound source intensities in substance and supersonic jets p0256 N74-22845 Magnesentation of hot jet turbulence by means of its infrared emission. Distributions of convective amplification in jet noise p0257 N74-22852 The noise from shock wever in supersonic jets.	the L-1011 transport LASORATORIES The role of the clinical laboratory in aerospace medicine [AGARO-CP-180] p0228 N76-27819 The laboratory rule in early detection of divesse p0228 N76-27820 Laboratory employment in aerospace medicine p0228 N76-27821
of the Jagues strike aircraft p0108 N76-29248 Spin flight test of the Jagues. Mirage F1 and Alpha-jet aircraft JET AIRCRAFT The fluid dynamics aspects of air pollution related to aircraft operations [AGARD-AR-58] p0202 N74-26104 The dispersion of propellants from aircraft p0202 N74-26109 Air pollution from aircraft p0202 N74-26109 Spin investigation of the Hansa Jet p0108 N76-29261 JET AIRCRAFT NOISE Impulsive sources of aerodynamic sound Oral script	and reduction of jet noise [AGARD-CP-131] Experimental evaluation of fluctuating density and replaced noise from a high-temperature jet Distributions of sound source intensities in substance and supersonic jets Distributions of sound source intensities in substance and supersonic jets Majossentation of hot jet substance by means of its infrared emission Distribution of policy in turbulence by means of its infrared emission Distribution of hot jet substance by means of its infrared emission policy of the noise Distribution of hot jet substance jets Distribution of hot jets Distribution of policy of the noise policy of the noise from shock were in supersonic jets Distribution of hot jets over in supersonic jets Dist	the U-1011 transport LABORATORIES The role of the clinical laboratory in earseasce medicine [AQARO-CP-180] p0228 N76-27819 The laboratory role in early detection of divesse p0228 N76-27820 Laboratory employment in aerospace meaning possible of the common problems annountered in laboratory screening of USAF Right news for Intent coronary setter diseases p0228 N76-27822 Hadioimmunossays New laboratory methods in clinic
of the Jagues strike sircah p0108 N76-29248 Spin light test of the Jaguer, Mirage F1 and Alpha-jet aucraft JET AIRCHAFT The fluid dynamics sepects of air pollution related to aircaft operations [AGARO-AR-85] p0202 N74-26104 In dispersion of propellants from aircraft p0202 N74-26109 Air pollution from aircraft p0202 N74-26109 Spin invastigation of the Hansa Jet p0108 N76-29281 JET AIRCRAFT NOISE Impulsive sources of serodynamic of the introductory review facture a sincraft noise aumersonic speeds	and reduction of jet noise [AGARD-CP-131] Experimental evaluation of fluctuating density and reducted noise from a high-temperature jet p0256 N74-22846 Distributions of sound source intensities in subsonic and supersonic jets p0256 N74-22846 Representation of hot jet subsonice and infrared emission p0256 N74-22848 The issue of convective amplification in jet noise p0257 N74-22852 The noise from shock wever in supersonic jets p0257 N74-22852 Noise from hot jets — velocity effects p0257 N74-22853 Some experimental results on expess noise	the L-1011 transport LABORATORIES The role of the clinical faboratory in aerospace medicine [AGARG-CP-180] The faboratory role in early detection of disease p0228 N76-27819 Laboratory employment in aerospace medicine p0228 N76-27820 Laboratory employment in aerospace medicine p0228 N76-27821 Common problems ancountered in laboratory acreaning of USAF Right maws for latent coronary artery disease p0228 N76-27822 Radiofininumosessays New laboratory methods in clinic and research p0220 N76-27824 The role and limitations of radioimmunosessays as
of the Jagues attive aircraft D0108 N76-29248 Spin flight test of the Jaguer, Mirage F1 and Alpha-jet aircraft JET AIRCRAFT The fluid dynamics espects of air pollution related to aircraft operations [AGARD-AR-ISS] The dispersion of propellants from aircraft the dispersion of propellants from aircraft Air pollution from aircraft D0202 N74-26109 Spin investigation of the Hansa Jet p0108 N76-29261 JET AIRCRAFT NOISE Impulsive sources of serrodynamic abound Oral acript of the introductory review facture - aircraft noise at p0265 N74-22643 Noise source diagnostice using causality correlations	and reduction of jet noise [AGARD-CP-131] Experimental evaluation of fluctuating density and reducted noise from a high-temperature jet p0256 N74-22844 Distributions of squard source intensities in subsonic satisfactories policies (Agreemistion of hot jet turbulence by means of its infrared emission in jet turbulence by means of its infrared emission in jet jurbulence by means of its infrared emission in jet noise p0256 N74-22845 The noise from shock waves in supersonic jets p0267 N74-22652 Noise from hot jets — velocity effects p0267 N74-22653 Some experimental results on excess noise p0269 N74-22670 A review of the lifting characteriatics of some jet tift	the U-1011 transport LABORATORIES The role of the clinical laboratory in aerospace medicine [AGARD-CP-180] p0228 N78-27819 The laboratory role in early detection of disease p0228 N78-27820 Laboratory employment in aerospace medicine p0228 N78-27821 Common problems ancountered in laboratory screening of USAF Right means for intent occurry artery disease p0228 N78-27822 Hadiotimiunosessays New laboratory methods in clinic and research The role and limitations of radioimmunosessy as laboratory dispositio procedure p0228 N78-27824
of the Jagues attive sincraft D0108 N76-29248 Spin flight test of the Jaguer, Mirage F1 and Alpha-jet sincraft JET AIRCRAFT The fluid dynamics espects of air pollution related to aircraft operations [AGARD-AR-68] D0202 N74-26104 [AGARD-AR-68] D0202 N74-26109 D0202 N74-26109 Spin investigation of the Hansa Jet p0108 N76-29261 JET AIRCRAFT NOISE Impulsive sources of serodynamic sound Oral script of the introductory review factors — aircraft noise at supersonic speeds Noise source diagnostics using causality correlations— generation and suppression of sincraft noise generation and suppression of sincraft noise D0257 N74-22649	and reduction of jet noise [AGARD-CP-131] Experimental evaluation of fluctuating density and radiated noise from a high-temperature jet p0255 N74-22864 Darmbyttons of sound source intensities in substance suit supersonto jets fragresentation of hot jet turbulence by means of infrared emission p0256 N74-22864 The issue of convective amplification in jet noise p0257 N74-22864 The noise from shock werea in supersonto jets p0257 N74-22865 Some experimental results on excess noise p0259 N74-22867 A review of the lifting characteristics of some jet info	the L-1011 transport LASORATORIES The role of the clinical laboratory in aerospace medicine [AGARO-CP-180] p0228 N76-27819 The laboratory rule in early detection of divesse p0228 N76-27820 Laboratory employment in aerospace medicine p0228 N76-27821 Common problems ancountered in laboratory screening of USAF Right news for Intent concern yearly disease p0228 N76-27822 Radiominiumassasy New laboratory methods in clinic and research The role and limitations of radiominiumassasy as laboratory dispnostic procedura p0229 N76-27824 LAMINAR SOUNDARY LAYER An experimental study of the intermittent well pressure
of the Jagues strike aircraft D0108 N76-29248 Spin flight test of the Jaguer. Mirage F1 and Alpha-jet aircraft JET AIRCRAFT The fluid dynamics sapects of air pollution related to aircraft operations [AGARO-AR-85] D0202 N74-26104 Air pollution from aircraft D0202 N74-26104 Air pollution from aircraft D0202 N74-26109 Spin invastigation of the Hansa Jet D0108 N76-29281 JET AIRCRAFT NOISE Impulsive sources of serodynamic sound Oral script of the introductory review facture a sincraft noise aumersonic speeds Noise source diagnostice using causality correlations generation and suppression of secratin noise.	and reduction of jet noise [AGARD-CP-131] Experimental evaluation of fluctuating density and radiated noise from a high-temperature jet p0255 N74-22840 Distributions of sound source intensities in substance shit supersonic jets p0256 N74-22852 In flagresentation of hot jet turbulence by means of its infrared emission p0257 N74-22852 The rasius of convective amplification in jet noise p0257 N74-22852 The noise from shock waves in supersonic jets p0257 N74-22853 Noise from hot jets — velocity effects p0257 N74-22854 Some experimental results on excess noise p0259 N74-22870 A raview of the lifting characteristics of some jet lift V STOL configurations p0025 N78-13819 A literature survey on jets in crossflow p0026 N78-13819	the L-1011 transport LABORATORIES The role of the clinical laboratory in aerospace medicine [AGARO-CP-180] p0228 N76-27819 The laboratory role in early detection of disease p0228 N76-27820 Laboratory employment in aerospace medicine p0228 N76-27821 Common problems ancountered in laboratory ecreaning of USAF flight news for latent coronary artery disease p0228 N76-27822 Radioimmunoassays New laboratory methods in clinic and research p0229 N78-2782 The trole and limitations of radioimmunoassays as a laboratory diagnostic procedura p0228 N76-27825 LAMINAR SOUNDARY LAYER
of the Jaguer strike arroth p0108 N76-29248 Spin flight test of the Jaguer. Mirage F1 and Alpha-jet aucraft JET AIRORAFT The fluid dynamics aspects of air pollution related to airosit operations. [AGARO AR-85] p0202 N74-26104 [AGARO AR-85] p0202 N74-26105 [AGARO AR-85] p0202 N74-26105 [AGARO AR-85] p0202 N74-26109 [AGARO AR-85] p0202 N74-26109 [AGARO AR-85] p0202 N74-26109 [AGARO AR-85] p0205	and reduction of jet noise [AGARD-CP-131] Experimental evaluation of fluctuating density and reducted noise from a high-temperature jet p0256 N74-22845 Distributions of sound source intensities in subsonic said supersonic jets p0256 N74-22845 Representation of hot jet rubulence by means of its infrared emission p0256 N74-22845 The issue of convective amplification in jet noise p0257 N74-22852 The noise from shock waves in supersonic jets p0257 N74-22853 Noise from hot jets	the L-10-11 transport LABORATORIES The role of the clinical laboratory in aerespace medicine [AGARO-CP-180] p0228 N76-27819 The laboratory role in early detection of disease p0228 N76-27820 Laboratory employment in aerospace medicine p0228 N76-27820 Common problems annountered in laboratory exceeding of USAF flight news for latent coronary artery disease p0228 N76-27821 Hadroimmunosessays New laboratory methods in clinic and research po229 N76-27822 The role and limitations of radioimmunosessy as a laboratory diagnostic procedure p0229 N76-27825 LAMINAR BOUNDARY LAYER An experimental study of the Internitient well pressure bursts during natural transition of a laminar boundary layer p0258 N74-22864 Shock were-laminar boundary layer interactions
of the Jaguer strike aircraft p0108 N76-29248 Spin flight test of the Jaguer. Mirage F1 and Alpha-jet aircraft JET AIRCRAFT The fluid dynamics aspects of air poliution related to aircraft appropriations. [AGARO-AR-85] p0202 N74-26104 Air poliution from aircraft p0202 N74-26108 Air poliution from aircraft p0202 N74-26109 Spin investigation of the Hansa Jet p0108 N76-29261 JET AIRCRAFT MOISE Impulsive sources of seriodynamic acound. Oral acript of the introductory review fecture - siterart noise at subsession appearance of aircraft moise generation and suppression of aircraft moise generation and suppression of aircraft moise are p025 N74-22840. Use of cross-correlation measurements to investigate moise generating regions in a real jet angine and a model (et a) p025 N74-22840. On the noise from jets - mathematical model based on modification of Lighthill theory. p0258 N74-22850.	and reduction of jet noise [AGARD-CP-131] Experimental evaluation of fluctuating density and rediated noise from a high-temperature jet p0256 N74-22844 Distributions of sound source intensities in subsonic and upersonic jets p0256 N74-22847 Distributions of sound source intensities in subsonic and upersonic jets p0256 N74-22867 Representation of hot jet turbulence by means of tensisted infrared emission p0256 N74-22867 The resiste of convective amplification in jet noise p0257 N74-22857 Noise from shock waves in supersonic jets p0257 N74-22857 Noise from hot jets	the U-1011 transport LABORATORIES The role of the clinical laboratory in aerespece medicine [AGARO-CP-180] p0228 N76-27819 The laboratory role in early detection of divesse p0228 N76-27820 Laboratory employment in aerospece medicine p0228 N76-27820 Common problems annountered in laboratory screening of USAF flight news for latent coronary artery disease p0228 N76-27822 Radiominumosassys New laboratory methods in clinic and research p0229 N76-27822 The role and limitations of radiominumosassys as a laboratory diagnostic procedum p0229 N76-27825 LAMINAR BOUNDARY LAYER An experimental study of the limitations will pressure bursts during natural transition of a laminar boundary layer layer Shinck wave-laminar boundary layer interactions p0258 N74-22864 Shinck wave-laminar boundary layer interactions
of the Jaguer strike aircraft D0108 N76-29248 Spin flight test of the Jaguer. Mirage F1 and Alpha-jet aircraft D0108 N76-29284 JET AIRCRAFT The fluid dynamics sapects of air pollution related to aircraft operations. [AGARO-AR-85] D0202 N74-26104 D16 D16 N76-29284 D16 D16 N76-29284 D17 D17 D17 D17 D18 D17 D18 D18 N76-29281 D17 AIRCRAFT NOISE D17 D18 D18 N76-29281 D17 AIRCRAFT NOISE Impulsive sources of serodynamic sound Oral script of the introductory review facture a similar times as unuersonic speeds. Noise source diagnostic using causality correlations of serodynamic sources diagnostic using causality correlations. D025 N74-22640 D18 of cross-correlation measurements to investigate mose generating regions of a real jet engine and a model of the introduction of Lighthal theory. D0258 N74-22650 Dn the noise from jets — mathematical model based on modification of Lighthal theory. D0288 N74-22650 Machamans of seroes jet noise — (veletations of measured).	and reduction of jet noise [AGAHD-CP-131] Experimental evaluation of fluctuating density and radiated noise from a high-temperature jet p0255 N74-22844 Distributions of sound source intensities in subsonic and supersonic jets p0256 N74-22845 Representation of hot jet urbulence by means of its infrared emission p0255 N74-22852 The insite from shock were in supersonic jets p0257 N74-22852 Noise from hot jets	the U-1011 transport LABORATORIES The role of the clinical laboratory in earspace medicine [AQARO-CP-180] pO228 N76-27819 The taboratory role in early detection of disease pO228 N76-27820 Laboratory employment in aerospace medicine pO228 N76-27820 Common problems ancountered in laboratory screening of USAF Right news for latent coronary setter diseases pO228 N76-27821 Radiominiumossasys New laboratory methods in clinic and research pO229 N76-27822 Hadiominiumossasys New laboratory methods in clinic and research pO229 N76-27828 LAMINAR SOUNDARY LAYER An experimental study of the internittent well pressure bursts during naturel transition of a familiar boundary layer Block wave-laminar boundary layer interactions pO258 N76-22864 Block wave-laminar boundary layer interactions pO016 N75-22006 Laminar separation A local asymptotic flow description for constant pressure downstream pO033 N76-17033
of the Jaguer strike aircraft pD108 N76-29248 Spin flight test of the Jaguer. Mirage F1 and Alpha-jet aircraft JBT AIRCRAFT The fluid dynamics aspects of air pollution related to aircraft operations. [AGARO-AR-85] pD202 N74-26108 [AGARO-AR-85] pD202 N74-26108 [AGARO-AR-85] pD202 N74-26108 [AIRCRAFT NOISE] pD202 N74-26109 [AIRCRAFT NOISE] pD202 N74-22630 [AIRCR	and reduction of jet noise [AGARD-CP-131] Experimental evaluation of fluctuating density and radiated noise from a high-temperature jet p0256 N74-22644 Distributions of acured source intensities in substance said supersonic jets p0256 N74-22652 Representation of Not jet turbulence by means of its infrared emission The issue of convective amplification in jet noise p0256 N74-22652 The noise from shock were in supersonic jets p0267 N74-22652 Noise from hot jets	the U-1011 transport LABORATORIES The role of the clinical laboratory in aerespace medicine [AQARO-CP-180] p0228 N76-27819 The taboratory role in early detection of disease p0228 N76-27820 Laboratory employment in aerospace medicine p0228 N76-27820 Common problems ancountered in laboratory screening of USAF Right news for latent coronary setter diseases p0228 N76-27821 Radiominiumossasys New laboratory methods in clinic and research p0229 N76-27822 Hadiominiumossasys New laboratory methods in clinic and research p0229 N76-27828 Laboratory diagnostic procedure p0229 N76-27828 LAMINAR SOUNDARY LAYER An experimental study of the internittent well pressure bursts during naturel transition of a familiar boundary layer Block wave-laminar boundary layer interactions p0018 N76-22884 Block wave-laminar boundary layer interactions p0018 N76-22884 Caminer separation A local asymptotic flow description for constant pressure downstream p0033 N76-17033 Dependence of familiar aspiration on higher order boundary layer effects due to transverse curvature, displace
of the Jagues at the aircraft D0108 N76-29248 Spin flight test of the Jaguer, Mirage F1 and Alpha-jet aircraft JET AIRCRAFT The fluid dynamics aspects of air pollution related to aircraft operations [AGARO AR-58] D020 N74-26104 The dispersion of propellants from aircraft D0202 N74-26104 Air pollution from aircraft D0202 N74-26109 Spin investigation of the Hainsa Jet D108 N76-29261 JET AIRCRAFT NOISE Impulsive sources of serodynamic sound Oral script of the introductory review facture - similar incise at subsession speeds Noise sources diagnostics using caskality correlations generation and suppression of aircraft noise at subsession and suppression of aircraft noise generation and suppression of aircraft noise D0258 N74-22640 Use of conse-correlation measurements to investigate coses generating regions of a real jet engine and a model jet On the noise from jets mathematical model based on modification of Lighthill theory D0258 N74-22655 Mechanisms of excess jet noise deviations of measured inoise flatts from predictions of Lighthill theory D0288 N74-22656 Riscent studies into Concorde noise reductions.	and reduction of jet noise [AGARD-CP-131] Experimental evaluation of fluctuating density and radiated noise from a high-temperature jet p0256 N74-22644 Darnhytitoris of acured source interestries in substance and super-sortic jets D0266 N74-22684 Representation of Not jet turbulence by means of its infrared emission The issue of convective amplification in let noise p0257 N74-22682 The noise from shock waves in supersonic jets p0267 N74-22683 Noise from hot jets	the U-1011 transport ABORATORIES The role of the clinical laboratory in aerospace medicine [ADARD-CP-180] p0228 N76-27819 The laboratory rule in early detection of disease p0228 N76-27820 Laboratory employment in aerospace medicine p0228 N76-27820 Common problems ancountered in laboratory screaming of USAF Right news for Intent coronary settery disease p0228 N76-27821 Common problems ancountered in laboratory screaming of USAF Right news for Intent coronary settery disease p0228 N76-27822 Radiominiumassasys New laboratory methods in clinic and research the role and limitations of radiominiumassasy as laboratory dispositio procedure p0229 N76-27824 The role and limitations of radiominiumassasy as laboratory dispositio procedure p0229 N76-27828 Laminar Soundary Layer An experimental study of the internuttent well pressure bursts during natural transition of a laminar boundary layer Shock wave-laminar boundary layer interactions p0015 N75-22006 Laminar separation A local asymptotic flow description for constant pressure downstream p0033 N76-17033 Dependence of laminar aspectation on higher order boundary layer effects due to transverse curvature, displace ment, velocity stip and temperature jump
of the Jaguer strike aircraft D0108 N76-29248 Spin flight test of the Jaguer. Mirage F1 and Alpha-jet aircraft D0108 N76-29284 JET AIRCRAFT The fluid dynamics espects of air polition related to aircraft operations. [AGARO-AR-55] D0202 N74-26104 The dispersion of propellants from aircraft D020 N74-26109 Air pollution from aircraft D020 N74-26109 Spin investigation of the Hainsa Jen D108 N76-29261 JET AIRCRAFT NOTES. Impulsers notices of serodynamic sound. Oral script of the introductory review facture: a similar from a sumersonic speeds. Notes source diagnostics using causality correlations in generation and suppression of sinicatr noise generating regions in a real jet angles and a model jet. On the noise from jets - mathematical model based on modification of Lighthill theory. Mechanisms of excess jet noise - divisions of measurements to investigate noise fields from predictions of Lighthill theory. ### D0258 N74-22656 Riscent studies into Concarde noise reduction. #### D0268 N74-22656 Riscent studies into Concarde noise reduction. ###################################	and reduction of jet noise [AGARD-CP-131] Experimental evaluation of fluctuating density and radiated noise from a high-temperature jet p0256 N74-22640 Darnhytitors of sourid source internities in substance and super-sonic jets (Agaresia and Control of high jet turbolance by means of its infrared emission p0256 N74-22652 The source density of high jet turbolance by means of its infrared emission p0257 N74-22652 The noise from shock waves in supersonic jets p0257 N74-22652 Noise from hot jets	the U-1011 transport LABORATORIES The role of the clinical laboratory in aerospace medicine [AGARO-CP-180] p0228 N76-27819 The teboratory rule in early detection of divesse p0228 N76-27820 Laboratory employment in aerospace medicine p0228 N76-27820 Common problems ancountered in laboratory screening of USAF Right news for latent coronary settey disease p0228 N76-27821 Radiominiumossasy New laboratory methods in clinic and research The role and limitations of radiominiumossasy as a laboratory dispositio procedura p0229 N76-27825 LAMINAN SOUNDARY LAYER An experimental study of the internittent well pressure bursts during natural transition of a faminar boundary layer Shock wave-laminar boundary layer interactions p0238 N76-27826 Laminar separation. A local asymptotic 6ox description for constant pressure downstream p0033 N76-17033 Dependence of faminar aspection un higher order boundary layer effects due to transverse curvature, displace ment, velocity stip and temperature jump p0033 N76-17034 Evaluation of several approximate models for lanuar
of the Jaguer strike aircraft pD108 N76-29248 Spin flight test of the Jaguer. Mirage F1 and Alpha-jet aircraft JBT AIRCRAFT The fluid dynamics aspects of air pollution related to aircraft apoptations. [AGARO AR-85] pD202 N74-26104 flight dynamics are pollution from aircraft pD202 N74-26104 Air pollution from aircraft pD202 N74-26109 Spin invastigation of the Hariss Jet pD108 N76-29261 JBT AIRCRAFT NDISE Impulsive sources of serodynamic sound. Diel script of the introductory review fecture stricts note at autorsonic speeds. Notes bources diagnostics using causality correlations regeneration and suppression of serodynamics. D258 N74-22843 Notes bource diagnostics using causality correlations using search and suppression of serodynamics to threath ones generation and suppression of serodynamics. Investigate mose generation and suppression of serodynamics to threath ones from jets - maphemetical model based on modification of tighthill theory. D258 N74-22850 Mechanisms of excess jet notes - deviations of measured notes fields from predictions of Lighthill theory. D258 N74-22856 Riscout studies into Concarde notes reduction.	and reduction of jet noise [AGARD-CP-131] Experimental evaluation of fluctuating density and radiated noise from a high-temperature jet p0255 N74-22846 Distributions of sound source intensities in subsonic and subarronic jets p0256 N74-22487 Majoresentation of hot jet turbulence by means of its infrared emission p0255 N74-22852 The insite from shock were in supersonic jets p0257 N74-22852 The noise from shock were in supersonic jets p0257 N74-22853 Noise from hot jets	the L-10-11 transport LABORATORIES The role of the clinical laboratory in aerespace medicine [AGARO-CP-180] p0228 N76-27819 The laboratory role in early detection of disease p0228 N76-27820 Laboratory employment in aerospace medicine p0228 N76-27820 Common problems annountered in laboratory screening of USAF flight prews for latent colonary artery disease p0228 N76-27822 Hadioimmunosessays New laboratory methodes in clinic and research p0228 N76-27822 The role and limitations of radioimmunosessay as a laboratory diagnostic procedure p0229 N76-27825 LAMINAR BOUNDARY LAYER An experimental study of the Internititent well pressure busts during natural transition of a laminar boundary layer p0258 N74-27864 Shinck wave-laminar boundary layer interactions Laminar separation A local sayinghotic flow description for constant pressure downstream p0033 N76-17033 Dependence of laminar aspiration un higher order boundary layer effects due to transverse curvature, displace ment, velocity slip and temperature jump

Numerical investigation of regular terminar boundary layer separation p0033 N76-17036		
	Application of a laser Doppler-velocimeter in a trans and supersonic blow-down wind tunnal p0117 N7tl-25248	An overview of the limitations on the transmission of high energy laser beams through the atmosphere by
Asymptotic theory of separation and contachment of a	Applications of non-intrusive instrumentation in fluid flow	nonlinear effects p0208 N78-29844
laminar boundary layer on a compression ramp	research - including Raman spectra, Laser Doppler	Numerical methods in high power laser propagation ···
p0034 N78-17039	Valocimeters, and electron beams, conference proces-	considering atmospheric interaction problems
On the calculation of laminar separation bubbles in	dings (AGARD-CF-193) pQ151 N77-11221	pO206 N76-29848
two-dimensional incompressible flow p0034 N76 17040	Applications of the less: Doppler velocimeter to measure	The limitations impossed by atmospheric breakdown on
The turbulence emptifier: Static and dynamic characteria	subsonic and supersonic flows p0161 N77-11223	the propagation of high power laser beams p0206 N76-29846
tics p0180 N76-21433	Laser velocimetry applied to transonic and supersonic	LAW (JURISPRUDENCE)
Analytic design of laminer proportional amplifiers	Application of the dual-scatter taser velocimeter in	Medico-legal problems of flight accidents investigation
p0180 N75 21434	transport flow research p0151 N77-11226	p0233 N77-17716
Experimental design of luminar proportional amplifiers	Supersonic velocity and turbulence measurements using	Lagal aspects of flying accidents investigation disaster
p0181 N78-21436	a Fabry-Perot interferometer p0182 N77 11227	victims identification p0233 N77 17716
A low speed self streamlining wind tunnel	Hecent applications of ISL of the laser velocimeter	Osnification of a fatal halicopter ground accident (frough forensic medical methods p0235 N77 17727
p0114 N78-25226 Through-flow calculations in axial turbumachinary A	measurements in turbulent flows p0182 N77-11228 Analysis of the cuput data of a laser Doppler velocime-	LEADING EDGE SLATS
Through-flow calculations in axial turbomachinery A technical point of view p0040 N77-12015	ter p0162 N77-11229	Presentation of serodynamic and adoustic results of
LAMINATES	Single scattering particle laser Doppler measurements	qualification tests on the ALADIN 2 concept
Built-up sheet structures procedures for predicting	of turbulence p0162 N77-11230	p0024 N75-13803
crack propagation and stress intensity factors	Measurement of periodic Rows using laser Doppler correlation techniques pO152 N77-11232	LEADING EDGES
p0193 N74-23428	Resonant Doppler velocimeter p0183 N77-11239	On the analysis of superspric flow past oscillating cascades p0100 N76-28197
Failure criteria to fracture mode analysis of composite	Fringe mode fluorescence velocimetry	LECTURES
laminates p0132 N75-23700 Practical finite element method of failure prediction for	p0183 N77-11240	Custom design for Large Scale Integration (LSI)
composite material structures pO132 N76-23703	The laser-dual-focus flow valocimeter	(AGAHD-LS-76) p0174 N78-26047
NDI of composite materials p0190 N76-18481	pO153 N77-11241 The use of rotating radial diffraction gratings in laser	High performance bipolar technology for LSI
Generation of composite material data for design	Doppler velocimetry p0154 N77-11242	p0174 N75-25048 The design of MOS integrated cricuits
quality control in the manufacturing of laminates used in	A three-component least-Doppler-valualmeter	p0174 N75-25049
stroreft construction p0133 N76-19236	p0154 N77-11248	Film hybrid circuits for LSI pO174 N78-28080
LANDING AIDS	LASER MATERIALS	Interactive graphics and artwork preparation
Independent landing monitors/survey report p0057 N76-23220	Laser sources characteristics of various leser systems and methods for controlling leser outputs	pO174 N78-28081
LANDING SIMULATION	pQ260 N75-10776	Quality assurance aspects of custom LSI p0174 N75-25082
Comparative analysis of microwave landing systems with	LASER GUTPUTS	Design automation techniques for custom LSI arrays
regard to their sensitivity to coherent interference	Laser Instrumentation for flow field diagnostics	p0174 N78-28063
p0182 N76 16284	[AGANDOGRAPH-186] p0185 N74-23082 Leser sources characteristics of various laser systems	LEGAL HABILITY
LANDING SPRED	and methods for controlling laser outputs	Recent experiment/advances in eviation pathology [AGAND-CP-190] p0233 N77-17710
STOI, developments p0021 N77-14986 LARGE SCALE INTEGRATION	pO260 N76-10776	Alteraft-scottent sutopsies The medicolegal back-
Custom design for Large Scale Integration (LDI)	LABER PLASMAS	ground p0233 N77-17714
[AGARD-LS-76] p0174 N75-25047	Medical aspects of insers and later safety problems p0233 N77-16733	LENGTH
High performance bipolar technology for LSI	LARER RANGE PINDERS	Short haul aircraft adaptation to the use of short landing fields p0068 N74-20411
p0174 N78-25048 The design of MOB integrated stroutts	Principle and realization of aeronautical laser systems	fields p0088 N74-20411
µ0174 N73-28049	··· characteristics and applications of laser systems for	USAF sviator classes HQU-4/F History and present
Film hylad circuits for LSI p0174 N78-25080	military purposes p0260 N75-10782 Ranging guidance and designation p0186 N75-16835	state of development p0241 N77-12712
Interactive graphics and artwork preparation	LASERS	LEBIONS
p0174 N78-25081	The impact of opto-electronics upon avionics develop-	Laboratory studies on chronic effects of vibration exposure p0214 N75-27694
Quality assurance aspects of custom LSI p0174 N75-25052	ment and application of electro-optical equipment with	LIBRARIES
Design automation techniques for custom LBI arrays	emphasis on system design p0280 N78-10778	National and international networks of libraries, documen-
p0174 N76-25053	Evaluation of the potential benefit to the aeronautical field from laser technology	tation and information centres
Atheres trationaries allumaters Deputer residence	[AGARD-AG-198] p0185 N78 16828	(AGARD-CP-158) p0284 N75-23372 Problems of a bibliographic network and documentation
Airborne instrumentation altimeters. Doppler-navigators. velocimeter, CAT-detention p0185 N75-16832	Review of characteristic later properties	center in Belgium p0264 N78-23373
LASER APPLICATIONS	μO188 N78-16829	A data network in the documentation and library area
Laser and low light level television systems	Possible application of lasers in seronsulics pO185 N75-16830	pO284 N75-23374
p0212 N78-28778		An approach to the development of library and information
The application of displays in navigation/attack sys- tems p0212 N78-28780	Optical communication in free space p0185 N75-16831	networks with special reference to the UK
tems p0212 N78-26780	Optical communication in free space p0186 N75-16831 The application of lesers to the problems of very low	
tems p0212 N78-28780 Forward looking infrared systems p0212 N78-28780 Modern methods of testing rotating components of	Optical communication in free space polls N78-18631 The application of lessers to the problems of very low level flight obstacle avoidance and terrain following	networks with special reference to the UK po264 N76-23377 User requirements in libraries documentation and information centers po265 N76-23381
tems p0212 N78-28780 Forward looking infrared system: p0212 N78-28780 Modern methods of testing rotating components of turbumachines instrumentation) flow virualization, lesser	Optical communication in free apace polleR N75-1683 1 The application of lasers to the problems of very low level flight obstacle avoidance and terrain following N75-16833	networks with special reference to the UK 0/264 N78-23377 User requirements in libraries, documentation and information centers power power power power Information utilization in government research institu-
tens pözi 2 N75-28780 Förward looking infrared systems pözi 2 N75-28781 Modern methods of testing rotating components of tubornachines instrumentation) — flow visualization, laser applications, and present sensors	Optical communication in free apace policies N75-1683 1 The application of lesers to the problems of very low level flight obstacle avoidance and terrain following policies N75-16833 Auboine surveillance and retronnaissance policies N75-16834	networks with special reference to the UK p0264 N75-23377 User requirements in libraries, documentation and information centers p0265 N75-23381 Information utilisation in government research institutions. An attempt at a user-priented approach
tems pÖ212 N78-26780 Modern methods of testing retailing components of tubornachines (naturmentation) flow visualization, laser applications, and pressure sensors (ACLARD-AG-207) pD176 N75-30471	Optical communication in free space polls N75-16831 The application of lasers to the problems of vary low level flight obstacle avoidance and terrain following polls N75-16833 Alaborne surveillance and reconcalisance polls N75-16834 Holographic storage of optical images and visualization	networks with special reference to the UK 0/264 N78-23377 User requirements in libraries, documentation and information centers power power power power Information utilization in government research institu-
tens pÖ212 N78-28780 Forward looking infrared systems pÖ212 N78-28781 Modern methods of testing retailing components of turbornachines (instrumentation) — flow visualization, laser applications, and pressure sensors [ACIARD-AG-207] Optical measurements in turbornachinery pD177 N78-30474	Optical communication in free space policies N78-16831 The application of lesers to the problems of vary low level flight obstacle avoidance and terrain following policies N75-16833 Autoine surveillance and reconcaissance policies N78-16834 Holographic storage of optical images and visualization of laser systems	networks with special reference to the UK 0/224 N78-23377 Uses requirements in libraries, documentation and information centers p0/258 N78-23381 Information utilisation in government research institutions. An attempt at a user-priented approach p0/270 N78-28107 Minipromputers in library circulation and control 0/268 N77-16833
tens pöt 12 N78-28780 Förward looking infrared system pöt 12 N78-28781 Modern methods of testing rotating components of turbumachines (instrumentation) — flow visualization, laser applications, and pressure sensors (ACARO-AG-207) Optical measurements in turbomachinery p0177 N78-30474 Precision Aircraft Tracking System (TATS)	Optical communication in free apace policies N75-16831 The application of lasers to the problems of very low level flight obstacle avoidance and terrain following D188 N75-16833 Alabories surveillance and reponaissence Holographic storage of optical images and visualization of laser systems p0186 N75-16837 Optical correlation p0186 N75-16838	networks with special reference to the UK O284 N78-23377 User requirements in libraries, documentation and information centers Information centers Information utilization in government research institu- tions. An attempt at a user-oriented approach p0270 N78-25107 Minicomputers in library circulation and control p0266 N77-16833 LIFE (DURABILITY)
tens pÖ212 N75-28780 Förwerd looking infrared system pÖ212 N75-28781 Modern methods of testing rotating components of tuibomachines linstrumentation) — flow visualization, liseer applications, and pressure sensors [ACIARO-AG-207] pC178 N75-30471 Optical measurements in turbomachinery pD177 N75-30474 Pracision Aircraft Tracking System (FATS) pC112 N76-23296	Optical communication in free space poll 85 N78-16831 The application of leaves to the problems of vary low level flight obstacle avoidance and terrain following poll 85 N78-16833 Authories surveillance and retronaissance poll 85 N78-16834 Hotographic storage of optical images and visualization of leaver systems poll 85 N78-16837 Optical correlation poll 66 N78-16838 The leaver gyro poll 66 N78-16839	networks with special reference to the UK 0/224 N78-23377 User requirements in libraries, documentation and information centers 0/248 N78-23381 Information utilisation in government research institutions. An attempt at a user-prented approach p0/270 N78-28107 Minicomputers in library circulation and control 0/248 N77-18833 LIFE (DURASILITY) Avonic reliability and life-cycle-cost partnership
tens pū212 N78-28780 Forward looking infrared system pū212 N78-28781 Modern methods of testing rotating components of turbornachines (instrumentation) — flow visualization, laser applications, and pressure sensors pull 178 N78-30471 Optical measurements in turbornachinery p0177 N78-30474 Precision Aircraft Tracking System (IPATS) p0112 N78-23290 Interferometric measurement of model deformation p0117 N78-28247	Optical communication in free space policies N75-16831 The application of lesers to the problems of vary low level flight obstacle avoidance and terrain following policies N75-16833 Auborne survaillance and renonaissance policies N75-16834 Holographic storage of optical images and visualization of laser systems policies N75-16837 Optical correlation policies N75-16838 The leave gyro policies to avoination and to policies N75-16838 Applications of laser optics to avoinations immediately	networks with special reference to the UK
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tens pött 27.8-28780 Forward looking infrared system pött 27.8-28781 Modern methods of testing rotating components of turburnachines (instrumentation) — flow visualization, laser applications, and pressure sensors [ACIARD-AG-207] pottoal measurements in turburnachinery pot 37.8-30471 Optical measurements in turburnachinery pot 37.8-30474 Precision Aircraft Tracking System (IPATS) pot 12. N78-23296 Interferometric measurement of model deformation pot 37.8-30474 Atmospheric effects relevant to taser spectroscopy — error sources in air politikon monitoring system.	Optical communication in free space policies not supplied to the problems of very low level flight obstacle avoidance and terrain following policies not surveillence and renonaissence. Auborne surveillence and renonaissence. Holographic storage of optical images and visualization of laser systems policies not	networks with special reference to the UK 0/264 N78-23377 User requirements in libraries, documentation and information centers 0/268 N78-23381 Information centers 0/268 N78-23381 Information utilisation in government research institutions. An ettempt at a user-oriented approach 10/26 N78-25107 Minicomputers in library circulation and control 0/268 N77-18933 LIFE (DURASILITY) Avionic reliability and life-cycle-cost partnership 0/181 N78-24811 Mission spectra for the computation of life sepectancies to helicipite parts
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tens Frinward looking infrared systems p0212 N78-25781 Modern methods of testing rotating components of turbumachines (instrumentation) — flow components of turbumachines (naturementation) — flow guidatartion, leaver applications, and pressure sensors (ACARO-AG-207) Optical measurements in turbumachinery p0177 N78-30471 Optical measurements in turbumachinery p0177 N78-30471 Precision Aircraft Tracking System (RATS) g0112 N78-23200 interferometric measurement of model deformation p0117 N78-25247 Atmospheric effects relevant to tester spectroscopy error sources in air pollution monitoring system: p0203 N78-29820 Review on high speed applications of laser amenimistry in France and Germany p0181 N77-11222 Laser velocimistry applied to trestonic and supersonic	Optical communication in free space po 185 N78-16831 The application of leaves to the problems of vary low level flight obstacle avoidance and terrain following po 185 N78-16833 Authories survaillance and retionalistance po 185 N78-16833 Hotographic storage of optical images and visualisation of leave systems po 185 N78-16837 Optical correlation po 186 N78-16839 Applications of leave optics to aeronautical engineering po 186 N78-16840 Conclusions and recommendations po 186 N78-16844 Almospheric leaver beam propagation - considering aborgition scattering, and furbillance effects po 186 N78-16844 Evaluation of the potential benefit to the seronautical	networks with special reference to the UK O284 N78-23377 User requirements in libraries, documentation and information centers Information centers Information utilisation in government research institu- tions. An attempt at a user-oriented approach Minicomputers in library circulation and control O286 N77-18933 LIFE (DURASILITY) Avionic reliability and life-cycle-cost partnership D191 N78-24811 Mission spectra for the computation of life aspectancies to helimopter parts LIFE SUPPORT SYSTEMS Aeromedical research and evaluation support of estimation and proposed aspects and variety systems at the Navel Aerospace Recovery Facility D003 N74-20782 Helicopter genomest aurovability requirements
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tens Forward looking infrared system p0212 N78-28781 Modern methods of testing rotating components of tubumachines (instrumentation) flow visualization, laser applications, and pressure sensors [ACLARO-AG-207] p0178 N78-30471 Optical measurements in turbomachinery p0177 N78-30474 Precision Aircraft Tracking System (PATS) s0112 N78-23290 Interferometric measurement of model deformation p0117 N78-23247 Almospheric effects relevant to teser spectroscopy error soucas in air pollution mentioning system p0203 N78-29820 Review on high speed applications of laser anemometry in France and Germany p0181 N77-11222 Laser velocitisticy applied to testionic and aupersonic according notice flow research.	Optical communication in free space The application of leaves to the problems of vary low level flight obstacle avoidance and terrain following pollab N75-16833. Authorie aurvaillance and reuconsistence pollab N75-16833. Authorie aurvaillance and reuconsistence pollab N75-16833. Holiographic storage of optical images and visualization of laser systems pollab N75-16839. Optical correlation pollab N75-16839. Applications of laser optics to aeronautical engineering pollab N75-16840. Compliance and recommendations pollab N75-16840. Almospheric laser beam propagation - contailering absorption acattering, and turbulence effects pollab N75-16843. Evaluation of the potential benefit to the aeronautical field from laser technology. [ADARD-AR-86] [ADARD-AR-86]	networks with special reference to the UK 0/264 N78-23377 User requirements in libraries, documentation and information centers p.0/265 N78-23381 Information centers p.0/265 N78-23381 Information centers in the p.0/265 N78-23381 Information with the p.0/265 N78-23507 Minicomputers in library circulation and context p.0/266 N77-18933 LIFE (DURASILITY) Awonto reliability and life-cycle-cost partnership p.0.181 N78-24811 Mission spectra for the computation of the sepectancies p.00 N78-250 N7
tens pūd 12 N78-28780 Modern methods of testing rotating components of tubumachines (instrumentation) — flow visualization, laser applications, auto pressure sensors (ACLARO-AG-207) pp 178 N78-20471 Optical measurements in turbomachinery political measurements in turbomachinery political measurements in turbomachinery political measurements in turbomachinery political N78-30474 Precision Aircraft Tracking System (PATS) political N78-23296 interferometric measurement of model deformation political N78-23297 Almospheric effects relevant to take a particular political N78-28247 Almospheric effects relevant to take a particular political N78-28240 per sources in air politinon monitoring system p. 2020 N78-2820 Review on high speed applications of laser anemometry france and Germany politic N77-11222 Laser velocimetry applied to trensonic and aupresonic ceredynamics political N77-11224 Application of the duel scatter laser velocimeter in trensonic flow reaserch	Optical communication in free space politic N75-16831 The application of leaves to the problems of vary low level flight obstacle avoidance and terrain following politic N75-16833 Authorine surveillance and retronosissance politic N75-16833 Holographic storage of optical images and visualization of leaver systems politic N75-16837 Optical correlation politic N75-16837 Optical correlation politic N75-16839 Applications of leaver optics to aeronautical engineering politic N75-16830 Conclusions and recommendations politic N75-16842 Almospheric leaver beam propagation - considering absorption scattering, and turbulence effects Evaluation of the potential benefit to the seronautical field from leaver technology [AOARD-AR-68] Leaver and low light level television systems politic N75-186779 Leaver hazards and safety in the military environment	networks with appeals reference to the UK O/264 N78-23377 Uses requirements in libraries, documentation and information centers of 248 N78-2381 Information centers of 248 N78-2381 Information utilisation in government research institutions. An attempt at a user-priented approach p0270 N78-28107 Minicomputers in library circulation and control p0270 N78-28107 Minicomputers in library circulation and control p0280 N77-19833 LIFE (DURABILITY) Avionic reliability and life-cycle-cost partnership p0181 N78-24611 Mission spectra for the computation of life aspectancies of helimpiter parts LIFE SUPPORT SYSTEMS Aeromadical research and availuation support of existing and imposed scapps and serieval systems at the Nevel Aerospace Recovery Facility p0043 N74-20782 Helicopter personnel survivability requirements p0044 N74-20787 Standardisation of impact teating of protective helmosts [AGARD-R-029] p0241 N78-23168 Bjace life support technology for a mobilar integrated utility systems.
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The time-of-fight leaver spondary p0181 N77-11226 Flow field in the wake of a blunt body by laser Doppler anemometry. p164 N77-11246 Simultanaous laser measurements of materials of materials anemometry and achieran photography p0184 N77-11246 Simultanaous laser measurements of materials of materials p0184 N77-11246 Couler effects of laser rarifation chamber (184) CO2 laser p0184 N77-11246 (184) CO2 laser p0184 N77-11246 (184) CO2 laser p0184 N77-11246 (184) CO2 laser p0184 N77-11247 (184) CO2 laser p0184 N77-11246 (184) CO2 laser p0184 N77-11247 (184) CO2 laser p0184 N77-11246 (184) CO2 laser p0184 N77-11246 (184) CO2 laser p0184 N77-11246 (184) CO2 laser p0184 N77-11247 (184) CO2 laser p0184 N77-11246 (184) CO2 laser p0184 N77-11247 (184) CO2 laser p0184 N77-11240	Optical communication in free space The application of leases to the problems of vary low level flight obstacle avoidance and terrain following polisis N75-16833 Authories survaillance and responsible space. Authories survaillance and responsible space of optical images and visualisation of laser systems polisis N75-16837 Optical correlation polisis N75-16839 Applications of laser optics to aeronautical engineering polisis N75-16839 Applications of laser optics to aeronautical engineering polisis N75-16849 Amospheric laser beam propagation - considering absorption scattering, and furbulence effects polisis N75-16842 Evaluation of the potential benefit to the seronautical field from laser technology [ADARD-AR-65] Laser and low light lavel television systems polisis N75-17866 Laser and low light lavel television systems polisis N75-17866 Laser and low light lavel television systems polisis N75-17866 Laser and low light lavel television systems polisis N75-17866 Laser and low light lavel television systems polisis N75-17866 Laser polisis N75-17866 Laser polisis N75-17866 Laser protective devices 1 USA experience polisis N75-11313 Derivation of selety codes 2 UK experience polisis N75-11313 Derivation of selety codes 2 UK experience polisis N75-11313 Derivation of selety codes 2 UK experience polisis N75-11313 Optical propagation in the stroughbere [AGARD-CF 183] A comparative study of atmosphere transmission at three laser wavelengths in relation to the meteological parameters PO203 N76-29815 Propagation of focused laser beams in the turbulant atmosphere policies of atmosphere policies policies policies polic	networks with appeal reference to the UK O264 N78-23377 User requirements in libraries, documentation and information centers p.0268 N78-23381 Information centers p.0270 N78-23107 Minicomputers in library circulation and control p.0270 N78-25107 Minicomputers in library circulation and control p.028 N77-18933 ILIFE IOURABILITY! Avionic reliability and life-cycle-cost partnership p.0181 N78-24811 Mission spectra for the computation of life sepectancies of heliopher parts p.0027 N78-30208 ILIFE SUPPORT SYSTEMS Aeromedical research and evaluation apport of estiting and proposed secops and retrieval evatems at the Nevel Aerospace Recovery Facility p.0043 N74-20782 Helicopter personnel surveibility requirements p.004 N74-20787 Standardisation of impact testing of protective helmets (ALARD-R-029) p.0241 N78-23166 Space life support technology for a modular integrated publishing from its lower part — affect of two high velocity lifting jet on induced lift and pitching momenta p.008 N74-20413 Aucraft lift and dray prediction and measurement p.008 N74-20413 Aucraft lift and dray prediction and measurement p.008 N74-20413 The C-65 active lift distribution control system plants for StOL centeral with blown flap application—analysis of design requirements for self-sustained ges supply systems A theoretical and superimental investigation of the external-flow, jet-augmentated flap — development of an integrated proposition system for jet StOL fight research — performance tests of augmention and earnershipment method for predicting performance characteristics and augment of the specific performance tests of augmention and earnershipment method for predictioning powered thit conspict of poof N74-20408 A review of the low speed serodynamic characteristics and augmention and constraints of augmentic that of augmention cannot extent of augmention and constraints of augmentic chara
tens pi0212 N78-28781 Modern methods of testing rotating components of unbimarchines Instrumentation) flow visualization, laser applications, and pressure sensors (AGARO-AG-207) pi0178 N78-30471 Optical measurements in turbomachinery pi0177 N78-30474 Precision Aircraft Tracking System (RAIS) pi0178 N78-30474 Precision Aircraft Tracking System (RAIS) pi0178 N78-30474 Almospheric effects relevant to tisser spectroscopy error sources in air pollution monitoring system pi0203 N78-28820 Review on high speed applications of laser anemomatry pi0181 N77-11226 Laser velocimistry applied to transonic and auprisonic enrollment flow reasorch pi0181 N77-11226 Laser velocimistry applied to transonic and auprisonic enrollment flow reasorch pi0181 N77-11226 Laser Raman diagnostics of aerodynamic flows said flamas Qualitative and quantitative flow field visualization of shock wave boundary-layer interactions pi0183 N77-11236 Cincilitative and quantitative flow field visualization obtaining laser indicated fluorescence pi0184 N77-11236 The time-of-flight laser anemomater pi0184 N77-11236 Flow held in the winks of a blood body living seminative and exception in turbulent mining flows pi0184 N77-11246 Simultanabous faser measurements of instantaneous velocity and concentration in turbulent mining flows pi021 N77-11246 Simultanabous faser measurements of instantaneous velocity and concentration in turbulent mining flows pi021 N77-11246 Coular effects of laser raritation chamber opi030 N76-1313 Opithalmicological examination of laser workers and investigation of laser accidents LASER DOPPLER VELOCIMETERS Auborne and pi0180 N76-13136 Auborne matumentation altimaters. Doppler newigetors.	Optical communication in free space The application of leaves to the problems of vary low level flight obstacle avoidance and terrain following polisis N75-16833. Authories surveillance and responsible series of the problems of vary low polisis N75-16833. Authories surveillance and responsible series polisis N75-16833. Holographic storage of optical images and visualization of leave systems polisis N75-16839. Optical correlation polisis N75-16839. Applications of leave optica to series used in N75-16839. Applications of leave optica to series used in N75-16839. Applications and recommendations polisis N75-16839. Applications and recommendations polisis N75-16849. Conclusions and recommendations polisis N75-16840. Conclusions and recommendations polisis N75-16844. Evaluation of the potential benefit to the series used in the late of the series polisis N75-17850. Leaver and low light level television systems polisis N75-17850. Leaver series polisis N75-17850. Leaver series polisis N75-17850. Leaver series polisis N75-17850. Derivation of selety codes 1 USA experience polisis N75-17313. Derivation of selety codes 2 UK experience polisis N75-17313. Optical propagation in the atmosphere polisis N75-17314. Leaver protective devices polisis N75-17313. Optical propagation of focused leave teams in manuscons three sease wavelengths in relation to the meteorological parameters. Propagation of focused leave teams in the tribution at polisis N75-29818. Propagation of focused leave teams in the tribution to eleave the policy N76-29838. Measurement of atmospheria distributions at 328 a policy N76-29838. Measurements of atmospheria distributions at a laser service.	networks with appeal reference to the UK O264 N78-23377 User requirements in libraries, documentation and information conters p.0265 N78-23381 Information conters p.0265 N78-23381 Information conters in the process of the p.0265 N78-23381 Information conters in the p.0265 N78-23381 Information of the super-interest p.0270 N78-23107 Minicomputers in library circulation and context p.0266 N77-18933 DEFE (DURASILITY) Autonic reliability and life-cycle-cost partnership p.0181 N78-24811 Mission spectra for the computation of the supectancies p.0072 N78-23611 Mission spectra for the computation of the supectancies p.0072 N78-23611 Mission spectra for the computation of the supectancies p.0074 N78-23186 Aeromedical research and evaluation support of existing and proposed except and retrieval systems at the Nevel Aerospace Recovery Facility p.0043 N78-20782 Helicopter personnel autivability requirements p.0044 N78-20782 Helicopter personnel autivability requirements p.0044 N78-20783 Space life support technology for a modular integrated utility system. Interference between fuselage and little p.0218 N78-29723 LIFT Aerodynamic interference between fuselage and little place emerging from its lower part — effect of two high velocity lifting jets on induced lift and pitching momentary process of the process of the process of the p.0048 N78-20413 Alleraft lift and dray prediction and measurement p.0048 N78-20413 p.0048 N78-20413 p.0048 N78-20413 p.0048 N78-20413 p.0048 N78-20413 p.0048 N78-20408 N78-20408 A theoretical and separaments for self-sustained ges supply systems and process of the process of the external-flow, jet-sugmented life p.0048 N78-20408 The development of an integrated propulsion system for p.0048 N78-20408 The development of an integrated propulsion system for p.0048 N78-20408 The development of an integrated propulsion system for p.0048 N78-20408 The development of an integrated propulsion system for p.0048 N78-20408 The development of an integrated propulsion system for p.0048 N78-20408 The developmen

Predicting the maximum lift of jet-flapped wings p0023 N75-13798 Problems of long linear arrays in helicopter blades --previeung beams scanned by rotating blades
p0171 N74-31684 The FNA 615: A self-contained low-cost nevigation system for ground-vehicles pR061 N78-32167 Low-cost self-contained solutions to the nevigation Wind tunnel investigation of three powered lift \$100 toncepts pooz3 N75-13798
The spenwise lift distribution and trailing vortex wake A linear array of blade antennas Hand held calculator technology applied to an advanced low cost Omega receiver — data processing equipment improprocessors for Omega Navigation Bystem p0002 N76-32170 Medium accultant language control technology applied to an advanced low cost Omega Navigation Bystem p0002 N76-32170 fragile price pred bed wing argust The spanwise lift distribution and triting vortex wake downwind of an externally blown jet flap p0023 N78-13800 investigation of externally blown flap airfolis with leading edge devices and sixted flaps p0024 N78-13802 Presentation of sprodynamic and securitic results of qualification tests on the ALADIN 2 concept p0024 N78-13803 Theoretical and experimental study of boundary layer control by blowing at the kines of a flap p0024 N78-13804 Aerodynamics of let flap and rotating cylinder flap 810L or satellite communication LIMEAR PREDICTION odels of human pilot behavi p0236 N74-18807 LINEAR SYSTEMS Medium accuracy, low cost navigation Loren-C uced size optimal control laws p0245 N75-16260 Manufacture of low nost P/M astrology turbine bloka p0138 N77-18162 LIPIDS Projective effects in man of brain cortex panulicaides the hearing loss induced by high levels of Junes -ids of the cerebral cortex affecting notes threshold
p0225 N76-17789 LOW PREQUENCIZE Spatial and temporal electrical properties derived from pulsa ground wave propagation measurements p0024 N75-13806
Aerodynamics of jet flap and rotating cylinder flap STOL concepts
Programs report on mechanical flaps p0024 N75-13806
A method for prediction of lift for multi-element airfoli systems with separation
Especimental high lift potimization of multiple element airfolia p0024 N75-13806 LIQUID CRYSTALS p0284 N78-22076 Liquid crystel and neutron radiography methods p0168 176-16478 Action of low vibration frequencies on the cardiovascular p0214 N75-27652 system of men

Effect of low frequency social vibrations pU080 N78-17121 Liquid crystal display devices Liquid crystal display devices
Multicolour displays using a liquid crystal colour switch
p0060 N76-17122 p0216 N75-27712 scivity of a rat ricella Procession airfails with Raps or jet Raps p0028 A78-13818 Low speed turkine geer box p0067 N74-20418
Aerodynamic prediction methods for aircraft at low seeds with mechanical high lift devices ically-controlled liquid-crystal gratiquies for use in optical systems Prediction of serodynamic interference effects with jet-lift and fan-lift YTOL sirciah pooza N75-13818 A raview of the lifting characteristics of some jet lift VISTOL configurations pooza N75-13818 Mighilit Acceptance. Prediction of serodynamic interference eff p0084 N74-28447 native fuels for eviation p0201 N76-18880 LOW SPEED STABILITY
Aircraft stalling and buffeling
[AGARD-LE-74]
LOW SPEED WHILD TUNNELS LIQUIDS 870L configurations High-lift serodynamics. Trends, trades, and options p0001 N78-21220 Liquid penetrent inspection LOADING RATE p0188 N76-16467 p0026 N78-22260 Simple determination of the mechanical behavior of Low speed tunnels with tandem test sections A contribution to some design problems p0113 N76-28220 Design and celebration of the 1/10th scale model of the NLR low speed wind tunnel LST 616 Direct lift control applications to tra public base rocket propellants under high loading rates p014\$ N77-11195 UK VIRWPOINT LOADS (FORCES) Wind tunnel investigation of three powered lift STCL p0114 N76-25221 High-performence compact wind tunnel dealar Wind tunnel investigation of three powered lin STOL
pncepts QC/3 N78-13798
The spanwise lift distribution and Italing vortex wake ownered of an externally blown jet flap
pQC/3 N78-13800
Theoretical and experimental study of boundary layer notice by however, as the base of a flan. Acquatic fetigue design dats, part 4 [AGAND-AG-162-PT-4] p0197 N75-18625 A low speed self streemining wind tunnel dealign p0114 N76-28222 A low speed self streemining wind tunnel p0114 N76-28226 Determination of low speed wake block age cornections a tunnel wall etatic prossure measurements AGAND-AG-162-PT-4[p0197-NF-1882-A appendental attedy to determine feiture envelope of imposite materials with tubular specimens under commed leads and comparison between several classical intellar po12-NF8-3701 Fluid dynamic analysis of hydraulic ram p0198-NF8-18474
The development of fetigue/crack growth analysis leading blowing at the knee of a flap p0024 N75-13804 Aerodynamics of jet flep and rotating cylinder flap STOL p0024 N75 13805 Design and operation of a low-speed gust tunnel p0117 NT8-28243 species [AGARD-R-640] LONG TERM EFFECTS A method for prediction of lift for multi-element enfor p0117 N78-28243
Interference problems in V/STOL testing at low speeds
The removal of wind tunnel panels to pravent flow
breakdown at low speeds
Correlation of low speed wind tunnel and flight test data
for V/STOL stream
Digital computer aspects of the instrumentation and
control of the new RAE 5 metre low aspeed tunnel
p018 N77-11970
LOW TEMPERATURE ENVIRONMENTS
Operations in odd environments
p0232 N78-29284
Canadian militar-A method for prediction of lift for multi-element a-risol paystams with separation posts of Experimental high lift optimization of multiple element arriols.

A review of the lifting characteristics of some jet lift (VSTOL configurations po225 N76-13618 A comparison of methods used in interfering lifting surface ONG YERM EFFECTS
Physiological costs of extended althorae command and control operations ... human partomance and alseptephysistem of the properties of duration of vertical vibration beyond the proposed ISO "fatigue-decreased professers" time on the proposed ISO "fatigue-decreased professers" time on the professed ISO "fatigue-decreased professers" time on the professed ISO altigue-decreased professers" time on the professers of various tested.

The impact of mortern elections althorae displays in oture avestion.

An investigation of altorat voice communication system. AGAND-M-843-BUPPL p0039 N76-23163 Operations in cold environments p0232 N76-27864
Conadian military air material requirements as sources of insidious long-term acoustic hazards Subtunic methods Supersonic methods LIFT DRAG RATIO ements p0021 N77-14883 intensity in earthones p0226 N76-17796 Persistence and decay of wake vortice Persistence and discay of wake vorticity pol 21 N78-28283 Application of strain gauges to static and dynamic short and long term measurements uniter normal conditions pol 99 N78-2888 Low power approach · · · relationship of approach and landing speeds to lift/drag ratio p0003 N78-21239 PT FANS Research on displays for V/STOL low-level and IMC pperations The nuclear landing aid for helicopters during the final pool 4 N78-30074 LONGITUDINAL CONTROL
The influence of BTOL longitudinal handling quelities on ploto opinions ploto opinions pooce N76-21228
Direct this control applications to transport storaft A p0002 N76-21231 Integrated propulsion/energy transfer control systems for epproach phase integrated propulsions energy transversion to a specific surface of total propulsion system and control system initialisation requirements poles 774-20416. Thrust performance of podded tith-fine tit crossifion will be sufficiently on thrust deterioration poles of the propulsion of the state of the system of the state of the system of th Developmental micron laboratory test results --- using rapdown mertal guidence and electrostatic pyroscopes postatic pyroscopes poot4 N78-30076 Heavy-lift helicopter flight control system design p0014 N75-30077 LONGITUDINAL STABILITY DAGITUDINAL STABILITY
Design and evaluation of a symmetric flight test man-ceuvre for the estimation of longitudinal performance and stability and control characteristics p0008 N75-30008 Transport aircraft with relaxed/negative longitudinal stability Results of a design study p0008 N75-30031 Aerodynamic characteristics of an experimental lifting number crossition conditions pools N74-20425 Helicopter automatic Right control systems for poor sbility operations pC014 N75-30078 fan under crossllow conditions An automatic flight control system for a helicopter night Note characteristics of an experimental lifting fan under closaflow conditions — analysis of steady and instantiforces acting on kft fan blades pools N74-20426 landing system Low visibility approach of helicoptars and ADAC and p0018 N78-30080 Long distance side (Omage, Loran): p0082 N76-32068 LORAN C raft The response of a lifting fan to crossflow-induced spatial LOWER IONOSPHERE
Introductory survey. Wave interaction in the lower ionosphere: A survey p0188 N74-31938 p0099 N76-25191 how distortions VSTOL wind tunnel model tessing An experimental assessment of flow breakdown using a multiple far model PRANK C
Propagation of a Loren pulse over irregular, in-homogeneous ground po284 N79-22074
The behaviour of Loran-C ground waves in mountainous terrain po284 N78-22078 LUBRICATION Lubrication under extreme pressure pC147 N75-22497 LIGHY (VISIBLE RADIATION) Fretting weer of steel in lubricating oils p0147 N73-22503 Spatial and temporal electrical properties derived from Ocular effects of radiation | Helina p0150 N76-11311 LF pulse ground wave propagation measurement po284 N75-22076 Low cost nevigation processing for Lorent and omega p0080 N76-32186 LIGHT AMPLIFIERS AT AMPLIFIERS
Atmospheric limitations of active and passive night vision p0208 N76-29857 LUMINOUS INTENNTY intensity correlation of radiation scattered along the path of a laser beam propagating in the atmosphere p0205 N76-29838 Medium accuracy, low cost navigation Loren-C versus p0062 N76-32173 LIGHT EMISSION The use of modern light emitting displays in the high flurminance conditions of excrett coalcuts LUNAR SURFACE LORAN D minary research on body displacement during lunar p0217 N75-29728 p0079 N76-17118 Spallst and temporal electrical properties derived from LF pulse ground wave propagation measurements p0284 N78-22076 weiking LIGHT EMITTING DIODES Display devices and their use in avionics systems -factors affecting selection and performance of electrooptical sensors p0260 N76-10778 LOW COST 3W COET
Medium Accuracy Low Cost Navigation
[AQARD-CP-178] p0058 N76-32148
A survey of low cost self contained newtgetton systems
and their accuracies p0058 N76-32150 М LIGHT TRANSMISSION MAQNETIC DOMAINS
Remote probing techniques for inhomogeneous media p0282 N78-22064 The fluid mechanics and computer modeling of atmospheric turbulence causing optical propagation fluctuations p0203 N76-28821 A survey or now so.

and their accuracies p0089 m/s sarious

The conception of low cost navigation systems Art or p0089 N78-32151 LIGHTHUL METHOD lence? p0069 N76-32151
Medium accurany low cost navigation systems for
plicepters p0069 N76-32152
Digital phase processing for low-cost omega receivers MAGMETIC REPROYS On the notice from jets ... mathematical model based on modification of Lighthill themy p0288 N74-22618 Machanism of excess from one ... devisitions of measured noise felds from predictions of Lighthill theory. Magnetic perticle testing --- nondestructive inspection of surface cracks in fertilic materials -- p0194 N74-23440 To low-cost omega receivers poded N79-32152 tow cost navigation processing for Loran-C and MAGNETIC FIELDS AGRETIC FIELDS

Laboratory experiments on parametric instabilities and plasma heating in a magnetic field radio frequency effects

pO156 N74-31919 10298 N74-22856 Low cost navigation processing for Loran-C and omega pools of Art 32158

Some considerations on possible new VHF low cost radio lyigation aids pools N76-32158 LIGHTING EQUIPMENT effects

MAGNETIC RECORDING

ACARD flight test instrumentation series Volume 5

Magnetic recording of flight test data design and performance of airborne tape transports

[ACARDOGRAPH-180-VOL-5] p0077 N74 18833 Evaluation of cockpit lighting p0083 N77-16082
LINE SPECTRA
Observations of enhanced ion line frequency spectrum inexpensive system of multiple beacon localisation meapensive system or multiple beacon localisation for heticopters. The application of ring laser gyro technology to bis-cost mental navigation. p.0061 N76-32182 Two new sensors and their possibilities in low cost. during Arecibo lanospheric modification experim p0185 N74-31818

heading reference systems ··· for helicopters and fixed-wing sizeraft p0061 N76-32166

MAGNETIC BUSPENSION

Magnétic ausgénators techniques for largencele serodyna

p0116 N76 25250

LINEAR ARRAYS

Gross-polarised radiation from satellite reflector anten-

SUBJECT INDEX		MILINE UNIDE CEMICONO DE COMO
MAGNETIC TRANSDUCERS Transducers design, development, and application of transducers in flight test instrumentation systems	Fail safe design procedures. Same information analysis of crack growth rate and stress intensity factor effects on structural stability. p0193 N74 23424	MECHANICAL IMPEDANCE Design of pivots for ininimum fretting pO142 N75-22498
pO077 N74-25937 MAGNETIZATION	A short survey on possibilities of fatigue life assessment of aircraft structures based on random or programmed	MECHANICAL MEASUREMENT Strain gauge measurements on alreaft, volume 7
Magnetic particle inspection pC169 N78 15456	fetigue tests p0194 N74-23433 Outlook future developments procedures required for	[AGARD-AG-180-VOL-7] pO199 N76-25580 MECHANICAL PROPERTIES
MAGNETOHYDRODYNAMIC STABILITY Instabilities and nonlinear processes in geophysics and	developing feit-safe systems p0194 N74-23434	Resistance method procedure for determining
astrophysics p0157 N74 31825 Nonlinear theory of instabilities in the equational elect	Experimental techniques for determining frequire tough- ness values applied to different specimen shapes and	mechanical properties of construction materials pO192 N74-23419
rojet p0167 N74 31827	weld strength tests p0194 N74-23435 Stress intensity factor solutions — bibliography of reports	Typical plane strain fracture toughness of aircraft
MAGNETOIONICS Nonlinear magnetoronic effects in the magnetoguiding	on fracture mechanics and materials tests p0195 N74-23645	Fracture toughness test results - tabulation of mechani
of winatiers p0167 N74 318 12	Prospert of directionally solidified autocic superalloys	cal properties for titanium alloys aluminum alloys, and specia p0185 N74 23444
MAINTENANCE An overview of US Army helicopter attrictures reliability	p0131 N76 11046 Fratting wear bahavior of a polysilosane bonded solid	Biress intensity factor solutions - bibliography of reports
and maintainability [AGARD R-613] p0064 N74-18692	Tubricant p0147 N75-22502 MATHEMATICAL MODELS	on fracture mechanics and materials tests p0195 N74-23445
Diagnostics and Engine Condition Monitoring	Mathematical models of human pilot behavior	The mechanical metallurgy of directionally solidified
[AGARD-CP-185] p0094 N78-31063 Technical diagnosis A systems approach	[AGARD-AG-188] p0238 N74-18807 On the noise from jets mathematical model based	composites Strengthening Fundamentals, tensile, cresp fatigue and toughness properties pC130 N78-11037
p0084 N78-31088	on modification of Lighthill theory p0258 N74-22655 A deterministic model of some boom propagation through	Avionic radome materials ··· electrical, mechanical, and thermal properties
Engine health and fault detection monitoring. Its function and implementation procedure. p0094 N75-31090	a turbulent atmosphere p0258 N74-22358	(AGARD-AR-28) p0131 N75-13034
Study of a preventive maintenance system as classified by diagnostic and pronostic breakdowns. Application to	The MECHA experimental computer model with automa- tic reconfiguration p0246 M75-16275	Mechanical property testing of high temperature materi- als
Merborne 2F motors p0098 N75-31092	Traffic modelling of initiary communication systems on digital computers p0248 N75-19287	[AGAND-R-634] pO197 N76-16492 Simple determination of the mechanical behavior of
MALFUNCTIONS Disphastics and engine condition monitoring	Importance of helicopter dynamics to the mathematical model of the helicopter p0007 N76-30019	riqubia base rocket propellants under high loading rates
p0094 N75-31084 Problems in fault diagnostics and prognostics for engine	The simulation of turbulence in irrepressible models	p0148 N77-11195 Influence on the mechanical properties of various
condition monitoring p0094 N75 31085	in combustible flow p0148 N75-30382 Some problems and aspects in combustor modelling	processing parameters applied to nickel bese superalloys
Technical diagnosis A systems approach p0094 N78-31089	p0149 N76-30373 Diagnosis of the functional state of a motor by modeliza-	powders μ0140 N77-15168 MECHANIZATION
A contribution to the sero engines bearings condition monitoring p0094 N75-31091	tion · · · turbine engines p0094 N75-31086	Mechanization of active control systems p0071 N78-32103
Experienced in-flight evicrities malfunctions poliso N75 24605	Theory of periodic turbomechine noise and determination of blade damage from noise spectrum measurements	A survey of mechanization and documentation activities
MAMMALS	p0094 N78-3108? Mathematical modeling and response evaluation for the	In AGARD national distribution centers [AGARD-R-77] p0268 X77-72041
Microwave induced scrustic effects in mammelian auditory systems p0219 N78-11699	fluctuating pressures of silicraft buffeting [AGAND-N-630] p0032 N75-32015	MEDICAL PERSONNEL
MAN MACHINE SYSTEMS Man-machine interface avionics systems design	Polarized noise in the stripsphere due to rain	A study on medical officer career management and ratention in the USA aimed forces p0217 N75 28729
p0244 N78 16244	p0160 N76-16285 Laminar separation at a trailing adge mathematical	The place and role of medical services in hight safety atudy of the organisation and means used in the French
Plane and Developments for Air Traffic Systems [AGARD CF-188] p0083 N78-23191	model for thin wing boundary tayer flow p0033 N76-17032	Air Forges p0233 N77-17713
Advanced ATC automation The role of the human in a fully automated system µ0055 N78-23202	Reliability growth modelling for avionics	Fourth advanced operational eviation medicine course [AGARD-842-8UPPL] p0235 X77 72034
Future air traffic control systems a preliminary study p0067 N78-23223	p0190 N78-24604 Mathematical modelling of compressor stability in steady	MEDICAL PHENOMENA Madical aspects of operating on the northern flank of
Interactive computerized air combat opponent	end unsteady flow conditions p0097 N76-25180 Comments on mathematical modelling of external atoms	NATO pozao N76-27847
p0126 N76-29308 Ferminal access technology of the 1980s	release trajectories including comparison with flight date	MEDICAL SCIENCE International medical information systems with on-line
MANAGEMENT PLANNING	(prediction analysis techniques for jettisoning of external stores) p0123 N76-28301	computatized data managament p0263 N74-27460 Survey of current cardiovascular and respiratory examina-
Economic espects of prototyping p0086 N74-31461	A mathematical model for the analysis of navigation system errors of modern fighter strotaft	tion methods in medical selection and control of sirorew [AUARD-AG-196] p0222 N78-17079
Creative advanced design A key to reduced life-cycle costs p0086 N74-31462	p0062 N75-32172 Models for calculating flow in exist turbonachinery	MEMBRANES
Studies of automatic navigation systems to improve utilization of controlled airspace p0053 N76-23192	p0040 N77 12014	ignition proofing of fusi tanks with paygen-deficient air obtained by diffusion through a semi-permeable memb
AGARD bulletin Technical program, 1977 [AGARD-BULL-76-2] p0018 N76-33130	Best concept for strong electronic equipment p0074 N77-16035	iene p0046 N76-14065 MENTAL HEALTH
MANEUVERS	MATRICES (MATHEMATICS) Through-flow calculations in exist turbomachinery. A	Psychic health. A quantite negligeable in flying fitnesis
The effects of buffeting and other transunic phenomena on maneuvering combat sircraft	technical point of view p0040 N77-12018	MENTAL PERFORMANCE
[AGAND AN-#2] p0016 N76-14018 The operational problems encountered during precise	Matrix element display devices and their application to autorine weapon systems possa N77-160R8	Administration of the Roschach tests to a sample of student pilots training apprenticeship p0210 N78-24288
meneuvering and tracking p0016 N76-14019	MAXIMUM LIKELIHOOD SETIMATES Practical sepects of using a maximum likelihood estima	Changes in visual evoked response by non-visual tesk processing computer programs p0211 N75-24301
MANUFACTURING Generation of composite material data for design	to: p0006 N75-90013 Estimation of the aircraft state in non-steady flight	Emotional stress and flying efficiency
quality control in the manufacturing of laminates used in sireraft construction p0133 N76-19236	using the Kalman filtering and maximum likelihood estima	pO239 N78 28790 METABOLISM
MAP MATCHING QUIDANCE Rader landinass simulator p0125 N76 29300	tion techniques p0007 N76-30016 Parameter estimation of powered-lift STOL sircraft	Absorption, metabolism and excretion of hypnotic drugs p0232 N76-27969
MAPPING	cheracteristics including turbulence and ground effects £0008 N75-30025	METAL COMPOUNDS
Application of multi-nimigensputer configuration to interactive graphics and cartography p0248 N75-16289	Estimation of elastic sincraft serodynamic parameters p0008 N76-30026	Typical plane strain fracture toughness of sucreft majorials p0195 N74 23443
The application of electronic and combined displays to ground mapping and navigation p0081 N76-17133	MEASUREMENT	METAL FAT(QUE An overview of high temperature metal fatigue: Aspects
The presentation of unitographic information in projected map displays poos3 N/7-18057	Error estimation for strain gauges with metallic measuring gods p0199 N76-25594	covered by the 1973 International Conference on Creep and Fatigue pO198 N75-10489
MAPS	Application of strain gauges to static and dynamic short and long term measurements under normal conditions	Specialists meeting on fretting in aircraft systems
Map displays p0231 N76 27856 MARINE ENVIRONMENTS	p0199 N76-25546	[AGAND-CP-161] p0146 N78-22487 Fretting In helicupters p0146 N78-22490
Aeronautical astellita system (AEROSAT) nOORB N76-23227	PREASURING INSTRUMENTS Fluidiz sensors: A survey p0180 N76-21431	Fretting fatigue in trianium helicopter components p0146-N76-22481
The immersion victim p023D N76-27849	Hange instrumentation, weapons systems testing and related techniques	Fratting in alloraft turbine angines p0146 N75-22482 Communit on wast of non-tublicated pieces in tur
MARKET RESEARCH Micrographics and COM. A steta-of-the art and market.	[AGARD-AG-219] p0110 N76-23263 Determination of instrumentation requirements for USAF	bomachines p0146 N75-22493
report p02#5 N77-10948 MASS FLOW	ranges p0112 N76-23301	Physics and metallurgy of fratising p0146 N75-22495 Surface distress of copper alloys in contact with steel
Engine condition problems in supersonic flight including striol deterioration p0098 N75 31105	Instrumentation of two VAK 181 8 arcraft with flight load measuring systems p0200 N76-26589	under fretting conditions pO146 N78-22486 Effect of various material properties on the adhesive stage
Influence of jet parameters. Nozzle thrust and discharge	Applications of non-intrusive instrumentation in fluid flow	of fretting p0147 N75 22500
coefficients p0179 N76-16368 MATCHED FILTERS	research - including Raman species, Laser Doppler Velocimeters, and electron beems, conference process	Metallurgical aspects of fatigue and fracture in transum alleys p0136 N76-19271
Computer generation of ambiguity surface for rader waveform synthesis p0162 N76-16280	dings [AGAMO-CP-193] μ0151 N77-11221	METAL FILMS Fretting in aircraft turbine engines pO146 N75-22492
MATERIALS TESTS Research toward development fessibility of an advanced	Operational use of computers associated with the Modere	
technology V/STOL propeller system ··· development and	MECHANICAL DEVICES	implications. Some pilot papers on powder metallurgy and
evaluation of boron-aluminum compound for propeller blades p0086 N74-20414	Progress report on mechanical Raps p0024 N78 13806 Design of pwots for minimum fretting	(AGAND-R-827) p0187 N78 22742
Fracture regimes - analysis of linear elastic fracture mechanics at verious temperatures p0182 NT4-23416	p0147 N78-22498	METAL MATRIX COMPOSITES Possible utilization of electron scall microscope for the
Basic concepts in fracture mechanics application of	Plaw possibilities offered by surface treatment in contrast to contact corrosion p0147-N75-22499	atudy of composite materials with organic matrix
nondestructive tesis for analyzing structural reliability p0192 N74-23416	Control system requirements dictated by optimization of	NDI of composite materials p0180 N76-16481
The Kuhn-Hardrath method procedure for determining residual strength of construction member with demaged	engine operation p0090 N78-23579 MECHANICAL DRIVES	The design of MOS integrated circuits
area p0162 N74-23420	Low speed turbine gree box p0087 N74-20418	
		1 20

METAL OXIDES		
METAL OXIDES	MICHOWAVE LANDING SYSTEMS Vary slim, high gain printed circuit microweve entenna	The theory, significance and prevention of corresion in averall
Basic data thermodynamic properties/thermophysical properties - metal oxides p0129 N78-11248	for airborne blind landing aid · · · considered supersonic	[AUAND-LE-84] p0137 N76-33332 The problems of cooling high performance millary
Predominance diagrams - thermuchemistry/phase diagrams - metal oxides of nickel allovs, chromium alloys.	p0170 N74-31676 Developments in the MADGE landing aid · · · the mi-	airciair pQ074 N77 · 19032
cobsit alloys p0129 N76-11246	crowsve aircraft digital purdence equipment system p0014 N76-30076	Avionics cooling on USAF sucreft p0074 N77-16033
MEYAL POWDER Trands in the application of advanced powder metallurgy	US Navy VTOL automatic landing system development	Visual acuity of estigmatic subjects and filness to air
nt the aerospace industry p0138 N77-18163 Production of powders from titanium alloys by vacuum	program p0018 N76-30061	Higher mental functioning in operational environments
fusion contribugation p0138 N77 18184	LEA migrowave approach and landing system	(AGAND-CP-181) p02.08 N78-26782 Definition and measurament of perceptual and mental
Production of high purity metal powder by electron beam technique p0138 N77 15155	μ0064 N76-23200	workload in alicraws and operators of Air Force weapon
Titemum powder production by the Harwell centrifugal	United States program to ICAO for a new non-visual approach and landing system p0056 N76 23217	A conceptual model for operational stress
METAL-METAL BONDING	MICROWAVE RADIOMETERS Microwave radiometric all weather imaging and piloting	p0239 N76 25791
NDI of bonderi structures pO189 N76 16480 METALLOGRAPHY	techniques pool 2 N76-30060	An overview of US Army helicopter structures reliability
High temperature corrosion of aerospace alloys heat resistant alloys - metallography, oxidation	MICROWAVE SCATTERING Redometric signatures of complex bodies	and maintainability [AGARD-R-613] poge4 N74-18662
[AGAND-AG-200] p0139 N78-11244	p0252 N76-22064	Effect on rep-of-the-earth requirements on aircrew performance during right attank helicopter operations
METALLUNGY The mechanical metallurgy of directionally solidified	MICROWAVE TRANSMISSION The influence of frequency and receiver speriuse on the	US Army experience in low-level right flight
composites Strengthening Fundamentals, tensile, greep, fetigue and toughness properties p0130 N76-11037	acintillation noise power p0160 N76-16268 MIGROWAVES	pOQ12 N78-30067
Specialists Meeting on Alloy Design for Fatigue and	Radiation hazards	Low level night operations of tactical helicupters pool 2 19 5 2005
Fracture Resistance [AGAND-CP-185] p0 35 N76-19268	(ACIAND: LS-78) p0218 N76-11693 Fathophysiologic aspects of exposure to microwave	US Air Force Helicopter operational flight spectra survey program Past and present p0073 N76-30211
METALS A review of selected manufacturing technology programs	μO218 N78-11684	US Navy helipopter operational flight apectrum sulvey
for metals joining p0187 N78 22761 Vapor pressure and condensation of sodium sulphate	Endocrine and central nervous system effects of mi- urowave exposure pO219 N76-11698	Critique and summary of the specialists meeting on
ges turbines/metals/binary alluys - chemical analysis/	Microwave induced appuatio effects in mammalian	helicopter design mission load spectra p0073 N76-30213 Medium accuracy low cost nevigation systems for
corrosion p0128 N76-11248 Error estimation for strain gauges with metallic measuring	Fromotion guides and standards for microwave expo-	helicopters p0059 h78-32162
grids p0199 N76-25584	Bure p0219 N76-11704	MELITARY OPERATIONS Medical officer career management and retention in
Influence of meteorological conditions on the position	MIE SCATTERING A comparative study of atmospheric transmission at three	NATO simed forces. A working group report [AGARD-N-838] p0262 N76-17886
of the ground covered by sonto bodmsp0258 N74-22660 Research on displays for V/8TOL ic.w-level and IMC	taser wavelengths in relation to the meteorological parama- ters p0203 N76-29818	Warning systems in aircraft considerations for military
operations p0013 N75-30070 A comparative study of atmospheric transmission at three	MILITARY AIRGRAFT Optimum engines for military V/STOL stressit effect	Operations in gold environments p0232 N76-27864
laser was slengthe in relation to the meteorological perame-	of military operational requirements on propulsion system	Advances in engine burst containment and finite clament applications to battle damaged structure
METHOD OF CHARACTERISTICS	configurations p0065 N74-20403 Specific blomedical issues in the escape phase of air	[ADARD: M:648] p0073 N76 32183
Calculation of the effect of afterburning in external supersonic flow by means of a method of characteristics.	combut mishaps during Southeast Asia operations p0043 N74-20758	Finite element applications to battle demaged structure p0073 N76-32166
with heat addition and mixing layer analysis	Spectrum of loading of sliciaft diagrams of typical	New propellants for tectical weapons. Silianes p0144 N77 11180
METHODOLOGY	Hight-load profiles for factical and transport alteraft p0192 N74-23414	The place and role of medical services in Right safety
High reliability design techniques p0191 N76-24609 Status of methods for alreraft state and parameter	Recent experience from BAC aircraft for NATO p0067 N74-31489	study of the organization and means used in the French Air Forces p0233 N77-17713
identification p0121 N76-26282	Initial design outlimisation on civil and military sticials	MILITARY PSYCHOLOGY Orientation/decremation training of flying personnel A
The art and science of rotary wing data correlation p0122 N76-28291	p0068 N74-31477 Preliminary aircraft design procedures for determining	Working group report [AGAND-R-828] p0238 H78-18306
Flight test methods for the study of spins poins N76-29262	alierati configurations for accomplishing specific military requirements	Medical requirements and examination procedures in
METROLOGY Metrological characteristics of a measuring channel	[AGAND LS 85] pooss N74-32420	relation to the tasks of today's stretew. Comparison of examination techniques in neurology, psychiatry and
fundamental characteristics of flight test instrumentation	Introduction to preliminary aircraft design BO068 N74-32421	psychology with special emphasis on objective methods and assessment criteria
system p0077 N74-23336 Calibration characteristics and application of calibra-	Freliminary design of civil and military sincraft at Avions Marcel Classault-Broguet Aviation p0069 N74-32422	[AGARD-CP-183] p0210 N78-24287 Test for quick and early detection of psychic syndromes
ling procedures for flight test instruments p0077 N74-25940	Head-up display uptics application to waspon aiming systems in military alteraft p0260 N75-10760	more frequent in the Air Force personnel
MICROELECTRONICS Novel devices and techniques microelectronic and	Energy-related research and development in the United	pO210 R75-24296 Standardization of objective medius-psychiatric question
semiconductor devices for evionic computer systems	Guidance philosophy for military instrument landing	nalls in the Freigh Army 90212 N76-24307 Psychic hashin A quantite negligeable in flying fitness
p0244 N75-16245	p0003 N76-21233 Fre-stell behavior of combet stroratip0027 N76-22286	exeminations pO212 N75-24308 Sixteen years experience in military eviation psychiatry
The use of microfiches for scientific and technical reports. Considerations for the small user.	Effect of external conditions on the functioning of a dual flow aupersonic notals designing propulsion system of	and naurology pilot selection p0212 N78-24309
[AUAND-AG-198] p0264 N78-17229	initiary sucrett p0027 N78-23491	Stress and psychic functions. Operations of flight crows and paratroops during parachute operations military
A guide to reprogration processes for the small uses [AGARD AG-198] p0269 N75-19073	Accounting of aerodynamic forces on airframe/propulsion systems — for designing military aircraft	psychology p0227 N76-18792 MILITARY TECHNOLOGY
A guide to microfiche equipment available in Europe photographic equipment - projectors	Active control technology A military stretch designer a	The Perkins-Glasser lectures, March 1974
[AGARD-H-628] p0202 N75 28343	Viewpoint (20009 N78-30034	[AGARD-HIGHLIGHTS-74/2] p0001 N78-14711 The 1974 AGARD Annual Meeting. The energy problem
Holographic data storage and letrieval system p0266 N77-16943	Weepon delivery impact on active control technology p0010 N75-30040	Impacts on military research and development
MICROPHONES Characteristics of new generation military rules candoling	Automatic Inspection: Diagnostic And Prognostic System (AIDAPS) An automatic maintenance tool for heliop-	A military operator's view of sero-engine low cycle fetigue
microphones p0209 N75-23089 MtGROPROCHESORS	ters p0094 N75-31088	monitoring pages N78-31102
Hand held calculator technology applied to an advanced	Closed form expression of the optimal control of a rigid airplane to turbulance p0071 N75-32101	Volume 1 Executive summery Volume 2 Appendices
tow cost Omega receiver data processing equipment (microprocessors) for Omega Navigation System	Fire protection of military electar p0047 N76-14078 Electromagnetic compatibility in military alreads	[AR88] p0272 X78-70672 Technical evaluation report on the Guidence and Control
p0082 N76 32170	p0161 N76-16273 The use of consputers to define military strongly struc-	Panel Symposium on Fracision Weapon Delivery Systems
MICROPROGRAMMING Microprogrammed computer combined evidence display	tures p0072 N76-17098	[AGARD AR-74] p0063 X75-70673
and data processing · · · using time sharing and real time p0249 N75-18286	Recent hardware developments for electronic display systems for UB military arcreft p0050 N76-17124	140485 (8.78) 60160 N74,11304
MICROSCOPY	A multi sensor multi function display for the PANAVIA	DOD electromagnetic compatibility program. An
The contribution of skin biopsy to the detection of vascular sensoence, relationship with varotigram	OMEGA A system whose time has come considering	Gegrenew potential Atlanta Atlanta Atlanta
pO230 N76-27836	Operations in nold environments p0232 N76-27864	Committee, 1974 p0272 N76-19048
Specialists Meeting on Alloy Design for Fatigue and	The stall/spin problem p0106 N76-29244 The stall/spin problem - American industry's approach	Military applications in Ruidics p0181 N78-21444 Role of simulation in operational test and evaluation
Fracture Resistance (AGARD-CP-165) p0136 N76-19268	p0106 N76-29243	μO113 N76-23303
Basic inicrostructural aspects of aluminum alloys and	of the Jacobs strike strongth p0106 N76-29240	[AD-A023909] p0020 N77-14992
their influence on fracture behaviour p0136 N76 19269 The effocts of microstructure on the latigue and fracture	Stall behavior and spin estimation method by use o	Nevesroh and development in support of Conscien military
of communicial titalium alloys p0138 N76 19272	Stall/spin test techniques used by NASA p0107 N76-28286	Transversely Enrited Atmosphere (TEA) CO2 leser
MICROWAYE ANTENNAS Problems of long linear arrays in helicopter bledes	A new analysis of spin, based on French experience of	development and applications p0021 N77-14968
considering beams tranned by rotating blades p0171 N74-31684	combat sucraft DO108 N75-29284	at the Armed Forces Institute of Pathology
Migrowave antennas for hypersonin missiles	at high angle of attack p0106 N76-2926	MILITARY VENICLES
00172 N74-31883 Dual frequency dichroso feed performance dual feed	to any navigation system that might be introduced into	Energy-related research and development in the United
system for microwave antennes p0172 N74 31695	British Army encreft p0089 N76-3214	B States Air Force pO2O1 N75.10979
1 AA		

Human exposure to whole-body vibration in military validles and evaluation by application of ISO/DIS 2831 p0213 N75-27887 Navigation performance requirements for reducing fouts MOTION BICKNESS OTION BIGKINGS
Airsinkness in aircraw ... methods for reducing incidence
of sirsickness in aircraw trainess
[AGARD-AG-177] p0238 N74-20720 A survey of modern air traffic control, volume 2 - a discussion of navigation aids, inertial navigation, and Crew performence requirements in the vibration environ Instrument landing systems
[AGARD-AG-208-VOL-2] retting wear of statt in lubricating oils 10062 N75-32066 p0147 N76-22803 ments of surface affect ships Propused limits for expusure to whole body vertical Prectical aspects of Kalman Filtering implementation [AGARD-LS-82] p0066 N76-24200 MINIATURE ELECTRONIC EQUIPMENT Implementation of the micro processor concept with small size, low power consumption high reliability, and ruggedness characteristics pO247 N76 16279 In flight Impar acceleration as a aluation and habituation in Experiences in the develop aided INS for air p0058 N76-24201 n sickness in flying pi3227 N76-19795 MINICOMPUTERS
The CS 4 high level language and its use in Practical considerations in implementing Kalman filters pooss N78-24202 MOTION SIMULATORS Evaluation of roll axis tracking as an indicator of vestibut ar/anniato sensory function p0209 N75 2308 MRCA AIRCRAFT Experiences with the B 1 nevigation filter p0068 N76-24203 p0245 N75 16267 pO209 N75 23086 systems Application of multi-minicomputer configuration to interactive graphics and cartigraphy p0248 N75-16289 A new system architecture for ATC automation p0057 N75-23225 Design and development of Kalin poose N76-24208 Inflight flutter identification of the MRC p0200 N76-29669 Design and enalysis of low-order filters applied to the ignment of inertial platforms p0069 N76-24207 stability augmentation system
MUFFLERS Interaction between accreat accusture an pO200 N76-29660 The application of mini-processors to navigation equip Simplifier of a visual aid system used for the piloting of helicopters in formation flying p0.128 N79-28301. Highlights of hely cherestrates considered finisemental to any navigation; system that might be introduced into airborne/spaceborne computer Duct adoustics and mufflers
MULTIPATH THANSMISSION p0093 N75-30172 nO082 N76-32171 Digital computer expects of the metrumentation and control of the new MAE 5 metre low specificums pools N77-11970 Mixed-path considerations for radio-wave propagation in forest environments p0254 N75-22079 Moitinath in an abronautical satellits Advancements in Retrieval Technology as Related to Information Bystems [AGARD-CP-207] p0266 N77-18830 navigation systems nOOSS N78-32150 Multipath in an autonalisical satellite ayaram po255 N75-22062 Real-time HF channel astimation by phase measurements and their acquiacies nd their accuracies pODEE new-zamen Medium accuracy few cost newigation systems for selectories pODES N78-32182 Misro-navigator (MICRON) pODES N78-32182 pODES N78-32184 Low cost navigation processing for Lean-C and omega pODEC N78-32186 phase measurements p0166 N76-20318 on low-level pilot tones
MULTIPROCESSING (COMPUTERS) The role of the minicumputer in the information letrieval An exercise in multi-processor operating-system design p0246 N75-18284

The CS-4 high level language and its use in real time p1246 N75-18287
Fest intert recognition system (FIRST) The use of a mini-dumputer at the Defence Mesearch formation Centre (DRIC) 80266 N27-16932 Some considerations on possible new VHF low yost redio Information Centre (DRIC) Minicomputers in library circulation s podeo N78-32188
Continuous revigetion updeling method by means of alea
Use of precision positioning systems by NATO, volume and control p0266 N77-16933 Fast intert recognition system (FIRST) p0246 N76-10271
Burroughs automatic communications system the fourth generation (BACS IV)
Some multicomputer uprifigurations for reliability in ATC systems p0247 N75-10276
Distribution of the tests in a phress-t-gray reduc eyetem The minicomputer's role in data recording for information retrieval purposes and printed information p0266 N77-16934 [AGARD-AR-88-VOL-1] NAVIGATION INSTRUMENTS BOOKS X77-72036 MIRRIL ANTENNAS Upper L-band telemetry senials for rockets and missiles p0172 N74-31690 The application of lasers to the problems of very low level flight obstacle avoldance and terrain following between general purpose computers and app0247 N75-16277 MIRRILE CONTROL BD166 N78-16833 A flight simulator study of missile control performance as a function of concurrent workload --- task complexity MULTIPROGRAMMING OMEGA Asystem whose time has co OMEGA A system whose time has come -- considering military alterach navigation p064 N78-23188
The FNA 618 - A self-contained low-spal navigation system for ground-vehicles p0061 N78-23167
The application of mini-processors to navigation equip-Real time operating systems p0245 N75-15252 MULTIVARIATE STATISTICAL ANALYSIS p0237 N78-12892 Optimization of Irea flight measurements for missiles p0111 N76-23291 Impact of multivariate analysis on the aviation selection and clausification timesas nO211 N78-24306 Missile systems Missile intersystem EMC testing Missile trates RMS A position location system For modern military weapons leating and evaluation point N76-23294 MUSQULOSKELETAL SYSTEM ment ... airborne/apaceborne computers Effects of vibration on the musculoskeletal system p0214 N75-27697 p0062 NY8-32171 A mathematical model for the analysis of navigation stem errors of modern lighter strateft MYOCARDIAL INFARCTION The asymptometic silent myocardial inferition and its significance as possible arrorati accident cause sem errors or modern rights; aftering pools N76-32172 Medium accuracy low obst navigation | Loran C vertus e alternatives pools N76-32173 Weapons lesting and remaining the second section of the second section of the second section of the second section of the sect p0234 N77-17719 MYOCARDIUM Cenadian initiary air material requirements Coronary flow and myogardial blochemical responses to high custained | Cl sub r acceleration p0220 N77-11649 Missile radar guidance laboratory p0112 N76-23302 MIRRIES Microwave antennas for hypersonic missiles DD172 N74-31693 Engine control for herpoon missite system Military rocket sizeraft Inherent constraints and their pO144 N77-11186 NACELLES

The influence of nacelle afterbody chape on airplane dreg pooze N78-23505

Pratriction of the optimum location of a nacelle shaped body on the wing of a wing-body configuration by invected flow analysis pooze N78-23510

Filluter of wings equipped with large engines in pood pooze 1 N78-23010

An experimental study of the influence of the jet parameters on the afterbody drag of a jet engine nacelle scale model The presentation of cartographic infor prination in projected podes N77-16087 The previous control pools or traffic control pools or po MISSION PLANNING Airgraw workload and human performance. The problem facing the operational nummander human component in air weapone system. p0237 N76-12588 UB Navy flight test evaluation and operational experience at high angle of attack p0 108 N79-28288 Neuropathology and cause of death in U S Navys aircraft accidents p0238 N77-1728 Helicopter design mission load spectre
[AGAND CP-208] p0072 N76-30207 GARD CF-20e)
Majorn spectra for the computation of life expectances
for helicopter parts
The impact of helicopter mission spectrs on fallige
maidering ratio system p0072 N78-30209 NEAR INFRARED MADIATION scale model
Nacelle-airfame integration model testing for necelle
simulation and measurement accuracy p0.116 N78-28238
NASA PROGRAMS
The NASA regional dissemination center ots of radiation. Retine p0180 N76-11311 Helicopter design mission load spectra p0073 N76-30210 considering rator system YORK ANALYSIS WORK ANALYSIS | Bignal analysis of fluidic networks | p0181 N76-21436 | Grout models of passive pneumatic fluidic compensation stworks | p0161 N76-21442 Contribution of the National Aeronautics and Space Administration Langier Research Center MODELS Modeling of ionospheric parametric interactions in the QUIPS device plasma instabilities produced by electrom agnetic pump effect. Wind tunnel test techniques for the measurement of NETWORKS Results of recent NASA studies on spin resistance p0107 N76-1838 g0107 N76-29281 Stall/apin test techniques used by NASA Problems of a bibliographic network and documentation center in Selgium p0264 N78-23373 NEUROLOGY Wind turned test techniques for the measurement or unsteady altoads on socialising lifting systems and full-span models. Types of strain gauges. p0199 N76-24180 MODULATION TRANSPER FUNCTION Measurements of the stroughent transfer function using were front folding interferometers. Medical requirements bild exemination procedures in relation to the tasks of today's sircrew. Comparison of exemination techniques in neurology, psychiatry and NAVIER-STOKES EQUATION payshology with special emphasis on objective mand assessment unitera AVER. STORES SOUATION

Numerical techniques for the solution of the compressible

Naver-Stokes equations and implementation of turbulence
models — separated turbulent boundary layer flow politics

Politics — p IN IDOZUB N76-29837 p0210 N78-24287 Distance 1933 Population William Page 1932 Population per physical Population MOMENTS of static moments from rookets or asymmetric loads on alteraft spins p0236 N77-17726 US/UK vortex monitoring program at Healthrow Aliport
for aircraft animoach apacing p0086 N76-23215 NEUTRAL BEAMS Non ionaing electromagnetic fields Environmental factors in relation to military personnelp0233 N77 16732 NEUTRON IRRADIATION for arroraft approach spacing A navigation country for VLF signals Navier-Stokes equations [AGARD-AG-212] n0178 N76-11380 Supersonic turbulent seperated Navier-Stokes equation p0060 N76 32157 p0035 N76-17052 Liquid crystal and neutron radiography methods What VE Laboratory attidies on chronic effects of vibration spooline pQ214 N75-27884 Serum and urine changes in macace mulatis following rolonged exposure to 12 Hz, 1 5 g vibration and a 12 Hz to 15 g vibration and 15 Hz to 15 H DO186 N78-18475 NAVIGATION AIDS

Evaluation of the potential benefit to the seronautical NEWTON-RAPHSON METHOD A compensor and evaluation of two mathods of extracting stability derivatives from flight test data ... using Newton Rephson method p00006 N75-30015 field from laser technology [AGAND-AG-185] n0185 N75-16828 AGARD-AG-189)
Propagation of a Loran pulse over irregular, inpo284 N75-22074 p0214 N76-27698 MONDOULAR VISION Ground referenced visual prientation wish imaging NIDKEL ALLOYS Work on the calcination of heat resistant Hickel based The application of displays in invigation/attack sys-ms p0212 N75-28780 when on the calcination of heat resistant install based libys alloys p.018 7/83-2758. Predominance diagrams — thermochemistry/phase diagrams — install orders of hickel alloys observations alloys p.0128 7/8-11248. Nickel supersitory powder production and fabrication to under a disc. displays Monogular versus himpoular acco p0081 N77-18068 judgements of relative size A complementary fitering technique for deliving silerative velocity and position information onboard navigation aystem and rader tracking signals for instrument lending approach guidance p0008 N78 30004 Antenne and conducting screen on a lossy ground p0263 N76 22073 rectal superatory powder production and tearrestors to urbine diece p0.138 N77 15181 Investigations for manufacturing turbine diece of Ni-base superalloys by powder metallurgy methods MONTE CARLO METHOD pment for low level p0013 N78-30064 Night vision (maging system deve helicopter pilotage A Monte Carlo engines of the effects of instrumentation errors on errors parameter identification

DOODS N78 30002

Pinicipal ATC components

DOIGNO N78-32000

hade p0140 N77-15187

Review of advenced powder metallurgical febrication techniques in European NATO countries ... hot consolide tion techniques for blanium and nickel alloys [AGARD-R-641] p0137 N76-28408 AGARD Bulletin Technical program. 1977 [AGARD-BULL-76-2] p0018 N76-33130 N75M84 p0093 N75-30167 Influence on the mechanical properties of various processing parameters applied to mokel best superalitys powders polision, part 1 polisio N7-15187 Powder production, part 1 polisio N7-15177 Jet and auframe noise People, communities and allocalt operations po093 N75-30169 Jat angine noise and its control p0093 N75-30170 Rotororaft and propeller noise DODES N78-30171 NIGHT VISION 10HT VISION
Effect on risp of the earth requirements on aircraw
performance during right attank helicopter operations
p0011 N78-30085
H-83 night operations ... for raccor mostons
p0012 N78-30086 p0093 N75-30172 Dunt acquation and mulflers HOTCHES tion characteristics of HF notch serials installed in p0189 N74-31674 The role of EPA in regulating aircraft/airport noise 00094 N75 30:73 The design of wide band notch serials and so Analysis of the noise and its influence on communication p0162 N76-16282 p0172 N74-31694 NOZZLE DESIGN US Army experience in low level night flight n0012 N75 30057 Noise and flow management in blowdown wind tun-it p0113 N76-25219 OZALL DESMIN
Improved Nozale Testing Techniques in Transonic Flow
[AGARD-AG-708]
Ontribution of the National Aeronautics and Space
Administration Langley Research Center
DO179 N76-18385 Requirements for operation of light helicopters at might to in poor visibility pool 2 N75 30058 Add in poor visibility

Might vision imaging system development for low level pool 3 N75 30064 Acoustic fluctuations generated by the vanilated walls a transmin wind turnel p0116 N78 28237 Auditory communication p0230 N76 27851 and in noor visibility Night vision imaging system over pools N75 30064 helicopter plotage politage pools N75 30064 Low level night operations of factical helicopters pools N75-30065 Helicopter flight performance with the AN/PVS. night vision goggles — used by sincraft pilots pools N76-19794 Atmospheric limitations of solive and passive night vision pools N76-28867 of a transcene wind turnel
Auditory communication Date verience due le différent teating techniques p0180 N76-18370 NOISE SPECTRA OISE SPECTRA
Theory of periodic turbornachine noise and determination of blade damage from moise spectrum measuraments poose N75-31087 MUZZLE EPFICIENCY ONIAN: Experimental study of 15 deg Standard AGARD nozale in subsonic and transonic flow po 178 N78-19358 improved nozale testing techniques in transonic flow (AGARD-AR-54) NOISE THRESHOLD T18 in man from a 24-hour exposure to an octave band of noise centered at 4 kHz noise thresholds, human tolerances to sound waves [AMRL-TR-75-3] p0225 N78-17788 stems
Vision with the AN/PV8-5 night vision goggle
p0241 N77-12715
Night vision devices for last combat attriath
(GARD-R-73)
p0063 X77-72042 HOLKE FLOW D0225 N78-17788 DZELE FLOW
Design and test of ejector thrust augmentation configurations
pools N76 13814
isolating horse afterbody interaction paralitates and aid
effects. A new approach — flight and wind turned tests
with A 7 strong [AMRL-TR-76-3]
Protective effects in men of brain cortex ganglioudes on the hearing loss induced by high levels of noise...
lipids of the ceretical cortex effecting noise threshold. AGARD N. 731 NOCTURNAL VARIATIONS

Effect of low frequency serial vibrations on nocturnal p0225 N78-17789 p0216 N75-27712 Studies of asymptotic TTS --- noise threshold - human tolerances to noise hazards (industrie) asiety)

Asymptotic behavior of temporary incended shift during Activity of a rat NOISE (SOUND) the effect on air intake and exhaust notale performance BOO30 N75-23508 processed evaluation of fluctuating density and Experimental evaluation or manufacture jet radiated noise from a high-temperature jet p0286 N74-22644 pc030 N75-23508
Technical evaluation report on field dynamics peal symposium on eirframe/propulsion · · · a discussion of air inteles, notitle flow, and flow distribution exposure to long duration noises --- for flying personnel p0225 N76-17791 Direct measurement of sound sources in air jets using Direct measurement of source course the crossed beam correlation technique p0258 N74-22848 NOISE TOLERANCE
Some aerometros aspects of noise p0259 N74-22667
NONDESTRUCTIVE TESTE DO093 N78-29114 HOZZLE GEOMETRY OZZER GEOMETER

On some problems encountered in a theoretical study of the external flow over a notate cunfiguration in transonic problems. The problems of the external flow over a notate cunfiguration in transonic placetipulon of tests certified out at Noile Reyce (1971) LTD Siristol singline division points N76-16399. Effects of varying Rayricide number and boundary layer displacement thickness un the external flow over notate position. The problems of the problems. Notate throat and discharge castificiaties. The incidence of temporary and parmanent hearing loss among engraws exposed to long-dutation noise in maritime patrol enteract. (noise hazards of recommassence atto-ONDESTRUCTIVE TESTS
Reliability of the detection of flaws and of the determination of flaw size
Nondestructive (esting (NDT) and fracture mechanics assessment of integrity of storach components and structures
Surface due penetrants --- procedure for nondestruction
supportion of surface oracks
DOISE N74-23435 particle afform — united natural or feedinate-scale and refer [DCILM-75-HP-1075] — pD226 N78-17792 Psycho-physical purformation of Air Force technicisms after long duration noise exposure — (noise heards to flight present) — pD226 N78-17792 Physiological effects of noise — human resolutions of human body — D226 N78-17797 An investigation of aircraft voice communication systems as sources of incidious long-term accurate heards — noise infamily in expendices — pD226 N78-17797 Prepared comment on the cone transition Reynolds number data qualistics study — pD120 N78-28273 — Comments University interference-control and corrections — D120 N78-28273 — Characteritation of noise sources in hot just by the crosked Surface die penatiants · · · procession posses poss thrust and discharge pO175 N76-16368 efficients
Influence of jet parameters Boatts/ pressure distribution
p0180 N78-16369 and pressure dieg nondestructive tests p019s N74-22441 Non-destructive inspection practices, volume 1 --- for safety of sincest structures [AGAHD-AG-201-VOL-1] P018s N76-16486 Mediation cooling of thrust nosities --- propulsion system performance, radiate cooling, and nositie thrust coef-(AGARD-AG-184) p0128
Results of NLR contribution to AGARD ad-[AQARD-AG-201-V01-1] p0188 N70-16696 Philosophy of non-destructive imperition — faligue life of sicraft Studeures — p0188 N70-16659 Design for inspection and planning for maintenance of structural integrity — p0188 N70-16659 Brandarts of acceptance by non-destructive inspection for raw materials and components — efframe materials — p0188 N70-16462 00128 N78-2484D Characterization of noise sources in hot jets by the croexed p0163 N77-11236 Results of NLR contribution to AGAMD ad hos study p0176 N78-16362 influence of jet parameters. Notale thrust and discharge efficients. p0179 N78-16368 NOISE CENERATORS Man-made electromagnetic noise from unintentional distance. A summery policy N76-16259 BUAN DESON An experimental investigation of the compressible turbulent boundary layer separation induced by a continuous flows compression separation and compression incipient separation of a compressible turbulent boundary HOISE INJURIES Burvey of Problems - in nondearroctive testing of sincets attractives poles in nondearroctive testing of sincets attractives poles in nondearroctive testing of sincets structures poles in nondearroctive testing of sincets structures poles in nondearroctive testing of sincets poles in nondearroctive structures poles in non dical aspects of noise p0289 N74-22667 NOISE MEASUREMENT npulsive noise measurement methods and physiological ota p0145 N77-1 i 198 e turbulent boundary p0038 N78-17080 NOZZLES MOIRE POLLUTION Retistion cooling of propulsive notates

(AGARD-AG-18-4[R1] p0178-N74-32215

NU CLEAR EXPLOSION EPPECT

Patho-physiological effects of wind blast from conventional end nuclear explosions p0217 N75-32720

NUGLEAR EXPLOSIONS

Effects of translate submissions as forman and translate of transla Effects of noise exposure --- human jolerances and human sections to holse pollution p0228 N76 17796 Liquid penetrant inspection
Eddy current NDI in skiline maintenance
p0188 N76-16468 reactions to notes pollution
NOISE PROPAGATION
NOISE PROPAGATION
Noise mechanisms - AGARD conference on propagation
and reduction of jet noise
[AUARD.CP-131] p0285 N/4-22840 D0189 N76-16469 D0189 N76-16471 UAND-CP-131]
The moise from shock waves in supersonic jets
p0287 N74 22863 ray diffraction Elfeute of translant vibiations on human safety and promises pO213 N75-27891 magraphy in airline maintenance DO189 N76-164 Ultrasonic and accustic methods — pl Detection and determination of flaw Noise from hot jats - velocity effects DOING N76-16473 HUCLEAR FUELE Noise from not lets velocity effects
p0287 N74 22684
Corrent structural vibration problems associated with
p0209 N74-22668 W BIES BY SCOUNTS p0189 N76-16474 How control and Numerical Mathods polley N76-21446
NUMBRICAL ANALYSIS
Analytical and Numerical Mathods for Investigation of
Flow Field with Chemical Reactions. Especially Related to nission Liquid crystat and neutron radiography methods µC189 N76-16475 Udaminutus mathods µC189 N76-16476 Some experimental results on excess notes
u0289 p0289 N74-22670 Holographic methods po-Non-destructive inspection practices. volume 2 ... for Combission [AGAND-CF-184] HOISE REDUCTION Technical evaluation report on Fluid Dynamics Panel Specialists Maeting on noise menhanisms DO147 N76-30359 rately of anuralt structures [AGARD-AG-201-VOL-2] Numerical computation of practical combustion chamber p0147 N78-30360 D0189 N78-18477 Specialists Meeting on noise mention.

pOOSS N/4-19287

Borne angine and arcraft design considerations effecting noise — application to conventional short range servat for operation from short and medium length runways.

pOOSS N74-20421

The influence of mise requirements on STOL servating more design — analysis of acceptable mise levels for short takeoff similar operating in congested areas.

pOOSS N74-20423

Q-fair propulsion for short haul transports —application of variable throat fairs for sincraft and erigine noise reduction. The non-destructive measurement of residual atleases potes N76-16478
NDI of welding potes N78-16479 Theoretical analysis of nonequilibrium hydrogen air reactions between furbulent supersonic gosalal streems pO148 N75-30361 NDI of welding NDI of bonded structures OTER N76 16480 p0190 N76-16491 Numerical enalysis of the infia p0148 N78-30363 NDI of composite materials Detection and nicestiment of corrollon by NDI ... turbulent mising boundary layer A numerical apeutroscopic technique for analyzing combinator flowfields pO148 N75-30365 NONFLAMMABLE MATERIALS Fire dynamics of modern strorast from a muterials point combinator nowherds

Some measurements and numerical calculations on
turbulant diffusion flames polise N78 30375

Computational methods for inviscid and viscous two-andthree-timestensis flow fields View October 1 of todays fireproof testing of seriospace steriols policy process proce denies assessed and sends and time evolution from aspects of souchs and time evolution from pc046 N76-14072 Noise mechanisms --- AGARD conference on propagation overheated non-mutalito materials
NORMALITY (AGARD-LE-72) p0177 N78-31385 and reduction of jet noise [AGARD-CP-131] Computational techniques for boundary layers ... two and these dimensional flow pQ177 N75-31388 NORMALITY
Application of strain gauges to static and dynamic short and long term measurements under normal conditions p.0199 N76-25886

NORTH ATLANTIC TREATY ORGANIZATION (NATO) AGARD index of publications 1952 - 1970. Part 3 Author Index Part 4 Addendation to Part (AGARO-INDEX-82/70) p.0284 N75-12847 Medical officer carear management and retainton in NATO armst forces: A working group report (AGARO-R 618) p.0262 N76-17986 AGARD bulletin: meetings, publications, and mambers hip p0286 N74 22640 Nuise source diagnostics using causality correlations ... generation and suppression of atroit noise p0257 N74-22549 Numerical solution of the Navier-Glokes equations for compressible fluids p0177 N75-31391 Applications of finite element methods in fluid dyna-po 178 N78-31382 Recent studies into Concorde noise reduction p0256 N74-22061 The prevention of separation by blowing in two-p0034 N76-17044 Supplementary contribution on aircraft performance insiderations for noise reduction p0065 N74-26455 Reduced size optimal control laws p0245 N75-16280 The analysis of flow fields with separation by numerical arching p0034 N76-17048 Steep approach flight test results of a business-type succept with direct lift control p0004 N78-21240 The computation of transcisic finws past seconds in solid. purpus or slotted wind tunnels p0118 N76-25232 Characteristics of new generation military noise carceling spropholes p0209 N75-23089 hig [AttARD-BULL 76-1] p0272 N76-18037 Director's annual report to the North Attantic Military Committee, 1974 p0272 N76-19048 Numerical methods in high power laser propagation considering atmospheric interaction problems Attoralt moise generation, emission and reduction [AGAND-LS-77] p0092 N75-30168 p0206 N76-29845

Numerical methods and windtunnel testing [AGARD-CP-210] p0018 N77-11969 OPERATORS (PERSONNEL) OPTICAL RADAR nivel pools relating to air trailic dontrol parpools N75-32054
The International Federation of Air Traffic Controllers
accessions (IFATCA)
THALKOLOGY
THALKOLOGY p0186 N75-18838 Theoretical and experimental simulation methods for external store separation trajectories p0020 N77-11981 An optical radar system for obstacle avoidance and terrain plowing --- for helicopters p0012 N75-30062 following ... for heliconters Associations (IFATCA)

OPHTHALMOLOGY

The importance of the dosage of thicoganates in urine and blood of flying personnel for the prevention of diseases places N75-23092 lamote serneol sensing with an absolute cellbrated bile frequency lints: p0303 N78-29819 Numerical simulation of three dimensional transmic flow cluding wind binnel well effects p0020 N77-11984 cluding wind hinnel well effects

Three-dimensional flow calculation for a transonic p0041 N77-12019 Turbulence effects on target illumination by laser transcompleted told Unified energies and experimental verifica A critical review of furbine flow celeulation procedures p0041 N77-12022 of wastal function. p0209 nrs-2-guery Microstrobianus in flying persontial (diagnosis and disposition). p0210 Nrs-23098. Opthalimological examination of liser workers and investigation of less accidents. p0180 Nrs-11318. Flight hirses and pilant content lenses. p0241 Nrs-12714 DO206 N76-29834 A multiple ecattering correction for lider system p0208 N78-29841 NUMERICAL CONTROL Advances in control systems — proceedings of conference on characteristics of allocaft control systems (AGARD CP-137) p0103 N74 31429 Determination of slant visual range from lider signatures integral pictures pozor N76-29849 OPTICAL SCANNERS
Distance department of the control GARD CP-137)
Application of model control theory to the design of digital obtaining a p0103 N74 31433 OPTIGAL COMMUNICATION Optical communication in free space flight control systems An experimental investigation into duplex digital control of an engine with reheat p0104 N74-31448 HO185 N75-16831 Conclusions and recommendations of 188 N75-18841
Evaluation of the potential benefit to the seronautical lide from laser lectuology
(IARID-AR-65) Optical fiber communication enboard Application of redundant digital computers to flight cuntrol systams p0280 N78-10778 Application of digital fly-by-wire to fighter/attack OFTICAL BLANT RANGE norah The design and development of the MRCA artoplot p0106 N74-31449 Determination of signit visual ratigs from lider alignatures, snalysts of simulated signatures p0207 N76-29849 TICAL CORNECTION PROCEDURY Using lider for measuring visibility p0208 N78-29858 Optical propagation in the atmosphere [AGARD-CP-183] 110 Design and flight expensions with a digital fly-by-wire control system in an F-8 simplane p0108 N74-31480 A family of modular processors. The ASMODEE DO203 N78-29818 OFFICAL TRACKING A multiple scattering correction for lide Airborne surveillance and reconnaissands iida: ayatam nQ206 N76-28841 p0125 N78-16834
Ranging guidance and designation p0125 N76-16835 The ASMODES p0247 N75-16280 Computer simulation of simespheric turbulence and oncompanies in the property of the property Computer simulation or annual p0207 N76-298Jo opposition of presbyopia p0241 N77-12713 Numerical control of a turbomachina Trajectography: Tracking p0185 N75-15836 Conniusions and recommendations p0186 N75-15842 p0091 N76-23690 OFTICAL WAVEQUIDES p0091 N75-23591 OPTICAL DATA PROCESSING Optical waveguide data transmission for avionira --snatyals of materials, structures, circuita, and waveguide, Measurements of runway visual range NUMBRICAL INTEGRATION p0280 N75-10779 DD057 N78-23218 Quest-equilibrium method for study of relexed flo OCR and its application to documentation. A state of the art review. AGAHD-AG-21G| p0266 N77-11907 TICAL EQUIPMENT Optical modelling of the atmosphere County and the state of the sta OPTIMAL CONTROL MAL CONTROL
The digital ampians and optimal situals guidance
p0103 N74-31431 Some integrity problems in optimal control systems p0103 N74-31432 NYLON (TRADEMARK) PTICAL EQUIPMENT
(ase: instrumentation for flow field disgnostics
(AGARDOGRAPH-188) pL198 N74-23083
Optio-electronics --- application of electro-optical equip-A physiological companson of the protective value of mylon and wool in a cold environment p0049 N74-33540 Construction of suboptimal Kalman filters by pattern Use of advanced control theory as a design tool for vehicle picture and control picture picture. NYQUIST DIAGRAM Active flutter suppression H0010 N78-32088 Ment for evidence assuming [AGARD-LE-71]
Lineard and visible redistion datect ametaya olnolva tol In Dotto N74-31437
Optimal control of stochastic systems with unspecified imination times p0104 N74-31438
flight control system development in the UK D0250 N78-10774 intritated and visible radiation distoctors for imaging and numaging applications p0260 N78-10777 Electronically-controlled liquid-crystal graticular for use policial systems p0080 N78-17123 0 termination times potter development in the UK p0104 N74-01439 Flight control system development in the UK p0104 N74-01439 Definition and simulation of a digital filter and pilot device utilizing modern design techniques of fritration control p0104 N74-01444 input design for storati parameter identification. Using time-optimal control formulation p0006 N76-00010 OCEAN SURFACE in oplical systems in optical systems policies of optical interference policies propried propr Scattering from a sinusoidal ocean surface excited by a targ, hosteontal, electric lines gource pD280 N75-22082. Scattering out of the export atton chet - theory of beyond the hosteon radio wave propagation pD281 N75-22081. The sacond orter Dupler's specific in radiar sea action for trautienties above VHF. pD282 N76-22081 inferometry used in policy N77-11244 00188 N20,18830 OPTICAL MEASUREMENT Advancement in paramenter identification en IGAL MEASUREMENT I Instrumentation and measurement of less radiation p0160 N76-11309 Interfectments measurement of model deformation p0117 N78-28447 flight testing pools N75-3001 2
Practical supects of using a maximum likelihood estima-OMEGA NAVIGATION SYSTEM MSCA NAVIGATION SYSTEM
Long distance side (Omega, Loisa) p0052 N75-32059
QMSQA. A system whose time has come -- considering
military airorath nevigation p0054 N75-32186
Digital phase processing for low-cost omaga receivers
p0080 N78-32188
Low cost nevigation processing for Loran-C and omaga
Hand held calculation technology applied to an advanced or Control of an elastic arroral using optimal control tawa p0008 N78-30013 Control of an elastic arroral using optimal control tawa p0009 N78-30036 Closed form axpression of the optimal control of a rigid plane to turbulence Remote probing of atmospheric particulates from sadiation extinction experiments. A review of metho Closed form separation of the optimal control of a significant form expression of the optimal control of a significant form of the optimal control of a significant form of the optimal control of a significant form of the optimal control of the optimal D0204 N78-29826 The measurement programme OPAQUE of AC/243 (panel tV/RSG.8) on ky sid terialin radiation
Di204 N76-29828

Measured visible epectrum properties of real attrosphieres
Di207 N78-29853
Octical measurements of litermodynamic properties in
flow fisids A review
OPTIGAL MEASURING INSTRUMENTS OPTIMIZATION PTIMIZATION
Control design consulerations for variable geometry
engines
Antennia-to-antenna EMC snatysts of complex affaire
communication systems
Selection technique of the optimal frequency for data
teramistation through the conceptions of 0168 N78-02317
Optimization of free flight measurements for missible

0111 N78-02317 low dost Onlegs receiver --- data processing equipment (migroprocessors) for Onlegs Navigation System 00082 N78-32170 DEPLATE CIDAR JANDITOSTOSIONIMO TRAL MEABURING (NETRUMENTS)

Measurements of runway visual range pOS7 N78-23219

Experimental and contiputational companions of different nethods for determination of visual range pO204 N78-29829 New ratio navigation aids based on TACAN principles using ometidectional radio ranges p0014 N78-30072 Medium distance sids (VHF omedirectional ratio base p0062 N78-32069 High reliability design techniques p.0111 N78-2329.
High reliability design techniques p.0191 N78-24809
The rationals and design fastures for the 40 by 80/80 by 120 focus wind tunnel of the 40 by 80/80 p.0114 N78-2523 ORGANIC MATERIALS ON-LINE PROGRAMMING International medical information systems --OFTICAL PATHS emputerrad data management pozzos in Linking US/DOD and other scientific/technical on-line p0264 N73-23376 commutanted data managament DO283 N74 27480 Optical propagation in the atmosphere p0203 N78-29815 [AGARD-CP-183] p0203 N78-29815 Calculations of potenzation and radiance in the atmosphere p0203 N78-29822 On line networking between information centres in po266 N78-23378 Specialists meeting on Failure Modes of Composite Materials with Organic Matrices and Their Consequences on Dation [AGARD-CP-183] ONBOAND KOUIPMENT Multiple scattering in planetary atmo-DO131 N78-23899 [AUARD-CP-183] p0131 R76-22809
Failure modes of composite metriale with briganic matrices and their consequences on design (ACARD-AR-86) p0133 N76-17212
ORGANIZATIONS
A survey of mechanization and documentation activities in ACARD national distribution centers [ACARD-R-77]
ORIGINATION IOARD EQUIPMENT: Optical fiber communication enboard entraft p0186 N75-15841 10204 N76-28824 Hadistive transfor in a scattering absorbing medium considering clourly striosphere p0204 N75 28930 Measurements of the etmospheric transfer function using wave front folding interferometers ONE DIMENSIONAL FLOW Quasi-equilibrium method for study of relexed flow p0149 N78-30389 NO208 N78-29837 OPERATIONAL HAZARDS Intensity correlation of radiation scattered along the path he operational problems ancountered during practical services pools N76-14019 of a lever beam propagating in the atmenauvering and tracking OPERATIONAL PROBLEMS GRIENTATION p0205 N76-29838 Orientation solidification of bushase composites. Case Defining the problem and specifying the requirement --functional and operational requirements of avionics compu-Remote protong of winds and refractive turbulence using of multiconstituent systems, leminer and p p0207 N76-29652 D0130 N75-11038 DO243 N78-18242 OPTICAL POLARIZATION **VILLAND DONTINO** Application of pseudo-orthogonal codes to through the isnoephere p0187 GSCILATING FLOW Figh frequency gust turnel p0116 OV-1_AIRGRAFT Medical aspects of operating on the morth On volume-dependent depolarization of EM hackscatter from rough surfaces pO250 N75-22051 NATO
OPERATIONE RESEARCH
Recent experience from BAC secret for NATO
pD087 N74-31469 OPTICAL PROPERTIES p0116 N76-26242 ion of the potential benefit to the seronautical later technology Air traffic flow control major operational problems occurrolling air fraffic from a cantral facility po081 N78-32081 #1 Althorner:
Bigengineering expects of spinal injury in the 09-1
(Mohawk) skright p0043 N74-20759 p0186 N76-16828 Some nevigational concepts for remotely piloted vehic-pod59 N78 32153 Applications of leser optics to aeronautical angineering 60186 N75-18840 OXIDATION XIDATION
High temperature corrosion of aerospace sloys — beat
resistant alloys — metalliography, oxidation
[AGARD-AG-200] p0129 N76-11244
Oxidation and hot corrosion of connercial superalloys
— gas turbinas/turbine blates — p0129 N76-11249 Models of the atmospheric serotols and their optical p0203 N/6:20917 OPERATOR PERFORMANCE properties The operational consequences of sleep depression and sleep defined --- for flight personnel [AGARD AQ-193] B0236 N74-31880 The measurement programme OPAQUE of AC/243 (panel IV/RSQ 8) on sky and tetrain radiation p0204 N76-29828 The refractory metals -- oxidation/regulido kinetic A simulator study to investigate burnsh operator work-ait p0236 N75-12589 OPTICAL PUMPING p0129 N78-11250 Laser sources — uharantenatics of various laser systems and methods for controlling laser outputs p0280 N75-10776 DXYGEN CONSUMPTION A theoretical framework to study the affect of cock netors of exercise performance p0222 N75-29737 p0003 N77-18089

1 DO214 N78-275RB

p0245 N75-16264

p0031 N75-28018

10004 N75-28999

OXYGEN METABOLISM OXYGEN METABOLISM The respiratory and metabolic affects of constant amplitude whole-body vibration in man OXYGEN REGULATORS Seat mounted oxygen regulator systems in United po232 N76-27868 Kingdom aircraft OXYGEN SUPPLY EQUIPMENT Cabin pressurisation and oxygen systems-requirements p0232 N76-27867 Seat mounted oxygen regulator systems in United P PACIFIC ISLANDS International quarantine for control of magnito-borne pozza N76-14768 diseases on Guan WADE APPROXIMATION Radiative transfer in a scattering absorbing medium -naidering cloudy atmosphere p0204 N70-29830 Built-up sheet structures, wings --- procedures for calculating residual strength of stilloned and unstiffened penels p0193 N74-23427 PARABOLIC ANTENNAS Development of an S-hand dust made horn for telemetry reception by the 100 M Effelsberg radio telescope ... paraboloid entenna feed system p0172 N74-31897 PARABOLIC REFLECTORS Problems of entennes operating in the telemetric 5 band ngion poles PARACHUTE DESCRIPT Specific biomedical issues in the escape phase of air combet mishaps during Southeast Asia operations p0043 N74-20768 Personute escape from helicopters p0044 N74-20768 Perachute escape from menco-Operations of flight crews of perations of flight crews of perations of flight crews of perations of flight crews possible of perations of flight crews of perations of perations of flight crews of perations of pe PARACHUTING INJURY Specific biomedical issues in the escape phase of size combat mishaps during Southeast Asia operations pools of the processing (GOMPUTERS) An exercise in multi-processor operating-system design Parallel computer with automatically reconfigurable p0246 N75-16274 PARAMETERIZATION A parametric study of wing store flutter Methods for altereft state and parameter identification [AGABD-CP-172] p0004 N75-29997 Identification of nonlinear serodynamic stability and coultd parameters at high angle of attack

Application of a new critation for modeling systems -aircraft stability pharacteristics p0004 N78-30001
A Monte Carlo analysis of the affects of instrumentation errors on alicraft parameter Rientification DOODS N75-30002 a identification methods applied to light test data · stability derivatives, strengt performance p0008 N75-3000B Bistus of input design for attracting parameter identifica-on pool on pool of attracting pool on N78-30008 Input design for strong transfer identification. Using me-optimal control formulation pools N78-30010 Advancement in parameter identification and strong transfer. time-potimal control formulation p0008 N75-30012 ht testing production of using a maximum Richitood estima-picolo N75-30013 Datermination of aircraft derivatives by automatic Datermination of encounty response methods parameter adjustment and frequency response methods p0006 N78-30014 Model structure determination and parameter identifica-tion for nonlinear serodynamic flight regimes µ0007 N78-30018 Importance of helicopter dynamics to the mathematical pool of the helicopter pool N78-30019 model of the helicouter Notor systems research struraft (RSHA) requirements for and contributions to rotororaft state estimation and parameter identification D0007 N76-30022

The threat of tropical diseases and parasitoses (some epidemiological and clinical aspects) p0224 N76-14772 PARTICLES Flow of solid particles in gases [AGARD-AG-222] p0182 N77-12352 French contribution to aerodynamics of gas-particle Gas flows with solid particles | Research and development | Garinary | p0182 N77-12364 in Garinany Flow of solid particles in gases Activities at the Von Karman Institute for Fluid Dynamics p0183 N77-12388 Fundamentals and applications of use as particle flow p0163 N77-12357 PASSENGER AIRCHAFT

An elementary psychophysical model to predict ride numfort in the combined atress of multiple dugrees of freedom p0216 N76-27706 Cabin finishing materials in civil passenger stroraft p0046 N76-14068

Passanuar aircraft cabin fires

Transportation of passangers with contagious diseases p0223 N76-14760 PARAMORNA

Transportation of passengers with contagious thesases on sulmers Food poisoning observed with simplene craw and passengers depending on airplane operations p0223 N76-14761 Importation, diagnosis and treatment of smallpox, cholera of leprosy p0223 N76-14762 PATHOGE MESIS

Coccidinationycosis and evistion PATHOLOGICAL EFFECTS Patho-physiological effects of v-ind blast from or iven-tional and nuclear explosions p0217 N75-32720 nQ217 N75-32720 Mode of cochlear damage by excessive noice, an overview

p0225 N76-17787 logical affects PATIENTS Opthalmological examination of laser workers investigation of laser accidents p0180 N76-1 p0180 N78-11218

p0224 N76-147AB

Transportation by air of a Lasua fever patient in 1974 p0223 N76-14763 Lassa Javan Tri air avanuale ni not p0223 N76-14764 PATTERN RECOGNITION

Continuous nevigation updating method by means of area DOORD N76-32169 anical atte **PAYLOADS** BOO21 N77-14986 RTOL developments PCM TELEMETRY

Off-horseight angle estimation with a phase comparison monopulse system -- for radar tracking antenn p0173 N74-31706

BENETTABLE natrant Inspection DO188 N76-18467 PERFORATED PLATES

Experiments conserving the flow dependent account of properties of perforated plates p0258 N74-22657 PERFORATING

Probability of perforation of arroralt structures by engine po199 N76-19479 fragments PERFORMANCE

Numerical control of a turbomachine n0091 N75-23590 Simulation techniques for turbomachines p0091 N76-23591

Mechanization of active control systems pO071 N78-32103 Systems problems associated with the use of safety fuels hartermance poo48 N76-14083 Influence of the let pressure ratio on the performance an AGARD single flow afterbody in the 0 60-0 95 Mach D0179 N76-16387

nge putre instrumentalion performance point N76-23280 of entialityraft pun systems ERFORMANCE PREDICTION Prediction methods for alreaft sendynemic characteris-tics -- proceedings of conference on methods for predicting

A review of the low speed serodynamic characteristics faircraft with powered lift systems. po064 N74-26448
Aircraft lift and dray prediction and measurement. po064 N74-2649
Pradiction of supersonic sircraft serodynamic characteristics. po064 N74-2649
Apprairied of wing serodynamic design methods for po066 N74-2649. poweric flight speed. subsects flight appeal liquidary layer calculation methods and application

aerodynamio prohlems p0086 N74-26452
External store serodynamics for sireraft performance prediction p0086 N74-26484 Potential payoff of new serodynamic prediction hods pools of finite arrays of rectangular apertures on conducting electric conted cylinders mutual coupling pD172 N74-31692 s Kacts

itical review of methods to predict the buffet capability

of aircraft [AGARD-R-623] DOORS N78-10083 A simulator study to investigate human operator works
ad p0238 N78-12889
Fradiction of pilot performance Blochemical and rep-mood curvalates urius po238 N/o-rev-iling airorat carrier fandings po238 N/o-rev-US Air Force V/STOL airorat serodynismic prediction po028 N/5-13817 sleep-mood correlates under high workload conditions

US Art raise 7,9 methods p0028 N / 0 - 13e 1 restheds Pediction of aerodynamic interference effects with jet-life and fan-life YTOL aircraft p0028 N 75 - 138 18 Total powerplant simulation p002 N 75 - 2384 Atroraft trajectory practicition date for ATC purposes p0051 N 75 - 23064 are yet of ATC purposes p0051 N 75 - 23064 are yet of ATC purposes p10051 N 75 - 23064 are yet of ATC purposes p10051 N 75 - 23064 are yet of ATC purposes p10051 N 75 - 23064 are yet of ATC purposes p10051 N 75 - 23064 are yet of ATC purposes p10051 N 75 - 23064 are yet of ATC purposes p10051 N 75 - 23064 are yet of ATC purposes p10051 N 75 - 23064 are yet of ATC purposes p10051 N 75 - 23064 are yet of ATC p10051 N 75 - 23064 are ye Application of programmable calculators to EMC analy Application of programmable calculation to the analypolicing to the modelling of
F/BGR systems policy to the modelling of IFF/BOR systems

vision gougles --- used by sirgraft pilots sion gouges --- used by aircrain pions | 00227 N76-19794 | The effect of geometric and fluid parameters in Malic

sance of wall-attachment type fluid amplifiers p0181 N76-21436 Instrument landing system performen ance prediction p0057 N76-23219 A measuring rod for ATC systems, the index p0058 N75-23229

Standard procedures/measures of effectiveness for At Force operational test and evaluation in ment task 2) Role of simulation in operational test and evaluation p0113 N76-23303

The prediction of the behaviour of axial compressors near rotating stall p0100 N76-25203 surge ... three dimensional flow and rotat

Experience in predicting subsonic alterat challesteristics from wind tunnel enalyse p0.122 N78-25289
Analysis of the companion between flight tests results and wind tunnel tests predictions for subsonic and supep0173 N76-25303 rappic transport signaft Modern prediction methods for turbo

p0100 N76-26208 [AGARD-LE-83] Alteraft gas turbine cycle programs. Re-compressor and turbine performance predic Requirements to p0101 N76-28209

Compressor and turbine performance prediction system development: Lessons from thirty years of history Axial flow compressor performance prediction p0101 N76-26211

Flow field and performance map computation for ital-flow compressors and turbines p0101 N76-26212 Design optimization and performance map prediction for centrifugal compressors and tadial Inflow turb p0101 N78.28214

Characterization of components performance and optim station of matching in jet-engine development

p0101 N76-26214 Bibliography on Modern Prediction Methods for Turbomactive Performance p0101 N76-26215
Design and performance of the four-degree-uf-freedom motion system of the NLM recessor flight simulati p0126 N78-29304

Lightweight Doppler navigation system · · · design analysis and parformance prediction nd performance prediction p0061 N75-32164 Critical analysis of comparisons between flight test results and wind tunnel test predictions in subsonic and supersonic transport aircraft [NASA-TT-F-17185]

Comparison between the calculated and the experimental results of the compressor test cases p0041 N77-12024 PERSONMANCE TRATA

Helicoptor operational loads spectrum and design p0089 N74-33449 [AGARD-R-622]

AGARD flight test instrumentation series. Volume 8:
Open and closed loop accelerometers.
[AGARD-AG-180-VUL-8] p007# N74-33948 p0078 N74-33948 Testing of precision inertial gyroscopes [AGARD-AG-192]

Computer software testing and cartification p0245 N78-16268

ONERA: Experimental study of 18 deg. Standard AGARD nozale in subsonic and transcole flow p0178 N76-18388 Comparison between the uniquisted and the experimental results of the compressor test cases poo41 N77-12024 Turbine test cases: Presentation of design and expetimental characteristics p0041 N77-12028 Turbinus: Presentation of calculated data and commercian

PERIPHERAL CIRCULATION Peripheral circulatory adjustment to cold ... human vasoulur reaction in cold weather thermoregulation p0049 N74-33536

Methods in ulroulatory research --- determination methods for human peripheral blood flow 1000AB N74-33838

ignition proofing of fuel tanks with oxygen-deficient air obtained by diffusion through a semi-permeable membn0046 N76-14065 Adeptation of the Joppa method to a wind tunnel with 00010 N77.11078

PERSONNEL DEVELOPMENT 001ME N78-18465 Qualification of personner
The characteristics required to make a good information p0270 N76-20108 Qualification of parsonnel anacialist PERSONNEL MANAGEMENT

A study on madical officer career management and retention in the USA armed forces p0217 N75-29729 Medical officer career management and retention in NATO armed forces. A working group report (AGARD H-836) 0282 N78-17988 PERSONNEL SELECTION

Airsickness in aircrew --- metho of airsickness in aircrew trainees [AGARD-AG-177] -- methode for reducing incidence DO235 N74-20720 Medical requirements and axamination procedures in relation to the tasks of today's aircrew. Introductory remarks

The role of vocal audiometry in the selection of navigation indicates and navigation in the selection of navigation in the selection in the personnel

Visual acuity of astigmatic subjects and fileses to since service p0210 N75-23095 PERTURBATION ome experiences with the exploitation of measurements

of the perturbation field in a wind tunnel to improve aimulation p0019 N77-11974 PERTURBATION THEORY The practical importance of unsteady flow --- considering aboneschines p0096 N70-25170 audmmechines. The effect of furbulant mixing on the decay of sinusoidal

intel distortions in axial flow compressors p0099 N76-28190

PARASITIC DISEASES

and sassament criteria [AGARD CP-183]

US Army medical in flight evaluations 1985-1975 of flight fitness of flying personnel p0227 N75-19790 PHYSICAL FITNESS

resist cold exposure -- metabolic response and therm

Thermouenetic mechanisms involved to man's fitness to

p0210 N76-24297

p0049 N74 33636

Flight filmss and psycho-physiological behavior of applicant pilots in the first flight inssions New justification for physical optics and the aperture-held ithod -- analysis of electromagnetic wave transmission pO25D N76-22049 TE sub 11 circular waveguide ferrite phasers optimization - propagation modes and parformance pradiction p0170 N74-31581 p0211 N75-24304 The affact of the polystical and combined stresses of Radiation characteristics of thinned array antennas -statistical phase distribution effect p0173 N74-31700 A third-order succular-point theory for radar backage vibration and sustained G on pilot performance p0280 N76-22050 on volume-dependent depolarization of EM backscatter pozado N78-22051 Mechanisms of violation effects on arciew performligation of characteristics and practical implements from rough surfaces
PHYSICAL PROPERTIES tion of arbitrarily polarized radiators in slot arrays p0174 N74 31707 Peripheral vision artificial horizon display p0218 N75-27703 Mechanical parameters (fargue and toughness) of certain very high strength steal alloys p0/137 N76 19274. Physical background of atrain gauges 10/199 N76 25582 PHASE DEVIATION Real-time HF channel estimation by phase measurements filled on nan-of the south tenutrements on auctew near-time or some near tones DO166 N76 20318 manos during night strack helicopter o 10011 N78-30068 PHASE DIAGRAMS PHYSICAL SCIENCES Research on displays for V/STOL law-level and IM C pools N7 ii -30070 p0130 N78 11041 SIGAL SCIENCES
The National Standard Reference Data System
p0287 N77 18939 Eutectic phase equilibria thermochemistry/phase Predominance disgrams PHYSICIANS Helicopter automatic light control systems for poor diagrams - metal unides of mickel alloys, chroming DO129 N78 11246 officer career management and retention in p0014 N75 30078 Madical of NATO armed PHASE SWITCHING INTERPRENAMETERS Emotional stress and flying afficiency orces. A working group repor p0262 N76 17986 Determination of the movement of the apparent phase centure of accrets entennes for calibrating the ZDBS interferometer --- coherent wave front simulations for plot [ACARD-H-615] 00239 N78-25790 The effects of two stressors on traditional and anginearing snalogues of cognitive functioning — considering hypotic and sleep deprivation in pilot performance evaluation PHYSICS International information systems for physical scientists p0203 N74-27463 antannas and touch antannas BO173 N74-31704 PHYSIOLOGICAL SEPECTS pO240 N76-25783 Aviator performance Biomedical, physiological, and psychological assessment of pilots during extanded helicopter flight pO228 N76-27827 Atraickness in aircraw · · · metho of airsickness in aircraw trainees [AGAHD-AG-177] · methoda for reducing incidence Linear phased array for yew stabilisation ... computerized p0170,N74 31878 D0236 N74-20720 UHF linear phased arrays for seronautical satellite Performance and physiological effects of combined stress mulation of a visual aid system used for the piloting pilotocters in formation flying p0128 N76-29301 communications n0171 N74-31687 Fertormance and physiological seriods of commission sites including vibration in mid-like of 90218 N78-27701 Patho-physiological effects of voice wind blast from contemtual and unclear explosions po21 N78-22720 Physiological effects of noise human body human body po226 N78-17797 Analysis of finite arrays of rectangular apertures on including electric coated cylinders ... mutual coupling of helicopters in formation flying helicopters in formation flying policy concerning flight and the correction of presbyopia p0241 N77-12713 conducting electio coated cylinders ---- mutual equipling p0172 N74-31692 aManta Radiation characteristics of thinned array antennas ... statistical phase distribution affect p0173 N74-31700 The Malcolm Horizon --- pilot performance p0083 N77-16084 Physiological responses due to noise in inhabitants around A real-time program system for controlling a phased array tip: p0245 N75-16266 Terrain following using stereo television Munich airport ... aircraft noise affacts on human be Aviator performance Sigmedical, physiological, and psychological assessment of pilots during extended helicopter flight p0003 N77-16086 Distribution of the tasks in a phased-stray rader system A theoretical framework to study the effect of cookpit formation p0003 N77-16089 between general-purpose computers and special p DO247 N78-18277 Histoliyay in assarah acquient reconstruction Impulsive noise measurement methods and physic p0234 N77-1771B An epidemic of chikungunya in the Philippine Islandu posible idle of alicraft dissemination: p0224 N76-14766 The asymptometic ellent myocaidist infaidtion and its PHYSIOLOGICAL FACTORS significance as possible sugart aucident cause Mehavior of Some respiratory parameters in candidate pilots. A comparative study between two different groups PHOTOCONDUCTIVITY p0234 N77-17719 lwo different groups p0229 N78-27831 Infrared and visible radiation detectors for imaging and on-triaging applications p0280 N75-10777 Toxicological aspects in the investigation of flight p0234 N77-17722 examined at ten years interval
PHYSIOLOGICAL RESPONSES PHOTODIODES The physiology of cold weather survival
[AGARD-R-620] PILOT BELECTION (AGARO-R-620) p0049 N74-33834
Cold physiologic studies — insulated coloring and protective shalters for entire retires p0049 N74-33834
Physiological costs of extended anthonic command and control operations — human performance and steep deprivation. Outral wavenuide data transmission for avenues ... Medical requirements and examination procedures in relation to the tasks of today's errores. Evaluation of the special senses for flying riutes. [AGARD-CP-182] p0209 N75-23084 analysis of materials, structures, circuits, and waveguide/ terminal interface p0250 N75-10779 PHOTOGRAPHIC EQUIPMENT A guide to migrafiche equipment available in Europe ...
photographic equipment - projectors
[AGARD-R-828] n0202 N7A-2ATAT Evaluation of roll axis tracking as an iprivation po238 N75-12603 Objective electrophysiological measurements of ear ar/somato sensory function The effects of pure tone hearing losses on evictors characteristics, intelligibility of vowels and judgement of the stage of attention pnices AFR.23069 PHOTOGRAPHIC MEASUREMENT sentance intelligibility in quiet and in alreral Bertding of rays of light above the see surface s stage of attention p0209 N78-23091
Changes in visital evoked response by non-visual task occasing ... computer programs p0211 N78-24301 DO209 N78-23087 p0207 N78-29888 Assessing an aviator's ability to hard speech in his operational environment p0209 N79-23089 proportion of the policy of the pol Changes in visital events a p0211 N78-24201 processing - compute programs p0211 N78-24201 Pulse wave velocity over the vacuular wall as a mean for distinguishing between different po211 N78-24302 Catacholamine secretion from air cadets - attendigeness exception polysiological between dispute physiological polysiological physiological physiolo PHOTOGRAPHIC RECORDING A guide to microfiche equipment evallable in Europe ...
photographic equipment - projectors
[A(IAHD-II-628]]
p9202 N75-26343 and classification process gO211 N75-24306 Extern years experience in military aviation, psychiatry PHOTOMETERS nd neurology --- pilot selection p0212 N75-24309 Survey on medical requirements and examination infrared and visible radiation detectors ora for Imaging and בס280 N78-10777 procedures for the prevention of traumatic and non-traumatic occupanthropathies due to flying scivities non-imagine sonlications PHOTOMICROGRAPHY p0229 N76-27832 Effects of vibration stress on the cardiovascular series of summing p0214 N75-27850 A review of biomediancel models for the evaluation of bration stress p0215 N78-2704 Haview of developments in Computer Output Microfilm (COM) and interographic technology, present and future [AGARO-LB-88] p9260 N77-10948 PILOT TRAINING Remaintan and study of high workload operations ... GARD-LB-RD]
Attorographics and COM A state-of-the art and market most pCz05 N77-10946 psychophysiological effects on air craws [AGARD-CF-146] p (QARD-CP-146) power in the property of the pro editation stress Models of the cardiovascular system under D0255 N77-10047 Models of the cardiovascular system under whole body nation stress
Study of man's physiological response to exposure to be sound levels of 130 de p0218 N76 27711 Migrouraphic fundamentals Indexing and retrieval techniques D0265 NYY 10949 The systems approach to Computer Output Microfilm p0208 N77 10950 intra sound levals of 130 dill Physiological limitations to high speed except Exparemental study of vision thinning in an animal p0742 N77-12716 n0231 N78 27857 COM applications Graphic D0286 N77-10982 he svistion selection pO211 N75-24306 impact of multivariate analysis on the siblingraphy of micrographics p0208 N77 10983 Impact of municipals positives and classification process
Simulation development, validation and pilot learning pools N75-14038 pools N75-23300 PHOTONE PHYSIOLOGICAL TESTS Daveloumant of obston constation anamounalty for Development of photon p0182 N77-11231
Measurement of periodic flows using laser Duppler p0162 N77-11232 Air-to-air visual targat acquisition p0210 N75-23094 Survey on madical requirements and examination All combit managering range p0/07 e7/2-2-3-2/2 PLOTS (PERSONNE). The allorewings of increased risk of ischarou vancular cleases. Unitration of human centralige for training military pilots. procedures for the prevention of traumatic and non-traumatic extensithing athese due to flying autivities. PHYMICAL CHEMISTRY practice D0137 N78-33334 PHYSICAL EXAMINATIONS FILOT ERROR Bibliography of papers and reports related to the gust past, pilot disoriemation problems Survey of our ent participascular and respiratory examina in the execution of protective straining in p0221 N77-11051 pon methods in medical selection and control of arroraw GARD R-616)
Recent opticultural aircraft accidents in the United p0234 N77-17723 p0236 N74-19768 AGARD-AG-198 p0222 N78 17079 PITCH UNCLINATIONS Madical requirements and exemination procedures in relation to the tasks of today's sincrew. Evaluation of the High pitch rates for use in short duration wind tunnels pO119 N76-28259 PILOT PERFORMANCE PITCHING MOMENTS moral senses for flying duties Mathematical models of human pilot behavior [AGAHD-AG-188] p0236 N Aerodynamic interference between fuselage and lifting jets amerging from its lower part — effect of two high valuelity lifting jets on induced lift and pitching moments p0066 N74-20413 [AGAItb-CP-182]
Medical requirements and examination procedures in relation to the tasks of today's sizew. Introductory p0209 N78-23G88 AGAID-CP-182 E0209 N28-23084 n0235 N74-18807 Halicopter aircraw faligus (AGARD-AR-89) B0222 N74 26632 The effects of pure tone heaving losses on aviators sentence intelligibility in quiet and in eigraft noise 075 Design of pivots for minimum freiting p0147 N75 22495 The operational consequences of sleep deprivation and sentence intelligibility in quiet and in aircraft noisp0208 N78-23087
Assessing an avistors ability to hear speech in his
operational environment p0209 N78-23088
Medical requirements and assemination procedures in
relation to the tasks of today's aircraw Comparison of
earnmation techniques in neurology psychiatry and
psychology with special emphasis on objective methods
and assemble criteria. sleep deficit -- for flight personner AGAHD-AG-193 B0236 N74 31660 GARD-AG-193]
Laboratory research into human information processing possessment modeling p0236 N75-12590 PLANETARY ATMORPHERES iple acettoring in planetery atmospheres Evaluating measures of workload name a flight simula-po237 N78-12891 p0204 N76-29824 PLASMA DECAY The exteration spectrum of parametric instabilities

A flight simulator study of masile control performance as a function of concurrent workload --- task complexity effects p0237 N78-12592

Pitoy fanding performance under high workload conditions

sleep-mood correlates under high workload condition

p0237 N75-12894

Bipchemical and

p0238 N7h-12598

considering day and night proficiencies

Prediction of oilst performance

during ancraft carrier landings

PHYSICAL OPTICS

p0160 N76-16267

Antenna response to random electric fields due to

thermodynamic density flustrations in plasmas

PLASMA GENERATORS

Near-net powder metallurov strirame structures

PLASMA HEATING Laboratory experiments on parametric instabilities and pleams heating in a magnetic field --- radio frequency effects p0166 N74-31819 effects
Modified electron distribution function during parametric instabilities — electron feating by electrostatic waves polisic N74-31821 PLASMA LAYERS Reconstruct frequency of an ionized layer in dependence on layer thickness -- plasma column excitation by electronic p0188 N74-31837 PLASMA OSCILLATIONS EARMA DISTILLATIONS
Introductory survey to session on parametric instabilities, laboratory experiments and theory plasma-electromagnetic wave interaction p0.165.N74.31918. Modified electron detailution function during parametric instabilities — electron heating by electronistic waves p0.166.N74-31821. PLASMA RESONANCE 1 ABMA RESONANCE
Theory of double resonance parametric excitation in the tenosphere — by electrostatio waves: p0186 N74-31823 Introductury survey. Nonlinear effects in plasma resonances and con sheath p0157 N74-31833 Modification of the plasma tenosphere in makes the policy of an antenna due to introduce in induser. Introduce in makes in an antenna due to introduce and industrial policy of an antenna due to introduce and industrial policy of an antenna due to introduce and industrial policy of an antenna due to introduce and industrial policy of an antenna due to introduce and industrial policy of an antenna due to introduce and industrial policy of an antenna due to introduce and introduced and introduced and introduced and intends and introduced and intends and intends and introduced and intends and introduced and intends and intend Nonlinear effects in electromagnetic wave propagation conference on radio frequency scattering during lonespp0188 N74-31812 Introductory survey. A survey of concephance modification Introductory survey: A Juryey or Servey.

at lacts produced by high power MF radio waves

p0185 N74-31815 p0185 N74-31816
Parametric Instabilities in the ionosphale sociled by twerful radio waves observed over Ascibo p0185 N74-31815
Ontal, growth and motions of ionosphario disturbances caused by high intensity electromagnetic healing BO168 N74 31817 Introductory survey to session on parametric instabili labolatory experiments and theory plasma-electromagnetic wave interaction po 186 N74-31918 Labolatory experiments on parametric instabilities and plasma healing in a magnetic field or radio frequency p0156 N74-31619 deling of concephecic parametric interescions in the OUIPS device ... plasme instabilities produced by electrom-agnetic pump effect po156 N74-31820 cellation by electronic 00188 N74-31837 PLASMA-PARTICLE INTERACTIONS Plasma mechanisms for pulsar emission p015/ N74-31828 BTIGM Cabin finishing materials in civil passenger shoreft p0048 N76-14068 Measurement and analysis of smoke and toxic yases resulting from the combustion of siloratr calls in finishing materials p0046 N76-14071 Investigations on a plate with uniform boundary layer auction for ground effects in the 3 m x 3 m low speud wind tunnel of DFVLH-AVA p0116 N76-25741 wind failures or present
PNEUMATIC CONTROL
Control system requirements dictated by optimization of p0090 N78-23679 Groutt models of passive preumatic fluidic compensation (works p0181 N76-2*442 networks POINT DEFECTS Orientation solidification of hiphase composites. Case of multiconstituent systems, faminar and point delect phases. p0130 N76-11038 POINTING CONTROL BYSTEMS Masile radar guidance laboratory p0112 N76-23302 POISONING and possenting observed with simplens orew end passeng-depending on simplene operations p0223 N76-14761 POLAN REGIONS

POSITIONING Polar lonosphere morieling based on HF backscenter, baseon, and airborne lonosonde measurements p0167 N76-20328 ellite reflector enten-p0171 N74-31883 DO167 N74-31828 Calquintions of polarization and radiance in the at-osphere p0203 N78 29822 investigation of disracteristics and practical implementa-tion of arbitrarily polarized radiators in slot arrays p0174 N74 31707

POLLUTION MONITORING

p0142 N77-15176 p0142 N77-15176 p0142 N77-15177 p0142 N77 15178 Atmospheric effects relevant to laser spectroscopy error sources in air pollution munitoring system p0203 N76-29820 Powder production, part 1
Powder consolidation, per
POWER CONDITIONING POLYAMIDE RESING
Analysis of the products of thermal decomposition of Alteraft power supplies. Their pe-formance and limits ne p0074 N77-18037
Aircraft power supplies and cooling problems A an aromatic polyamide labric used as an aircraft interio-material p0047 N76-14073 Aircraft power supplies and the signer poorts N77-16039 p0147 N75-22501 Self lubrigating polymers POWER RPPICIPACY POLYMERS
Self lubitoating polymers Secondary player systems for advanced rotorcraft [AGARD-AG-208] p0090 M75 2 pQ147 N78-22501 DO090 M75 22326 POLYTETRAFLUOROETHYLENE POWER GAIN Reli-lubricating polymers
POLYURETHANE FOAM nO147 N76-22501 A committation on antenna systems covering standard partial and balloons poly1 N74-31685 aircraft and balloons Oynamic measurement of avionic antennas -- by ground rader tracks evaluations pC173 N74-31702 On the applicability of reticulated forms for the suppression of fuel tank explosions p0047 N76 14078 DO047 N76 14075 der tracks evaluations
Stepped reflector antenna with a sector shaped mein p0174 N74-31708 PONDEROMOTIVE FORCES Infroductory survey to session on parametric instabilities, falsoratory experiments and theory ... plasma-electromagnetic wave interaction p0155 N74-31818 Corresion in eliframes, power plants and associated alicinal equipment p0137 N76-33336 PRAMOTE NUMBER theory ... plasms-p0155 N74-31816 electromagnetic wave interaction
POROUS BOUNDARY LAYER CONTROL
Experiments with a self-correcting wind tunnel
p0114 N76-28224 Flow speciation --- calculating laminar separation within classical Prandil assumption of vanishing transverse pressure gradients [FGARD: CP-108-SUPFL] po182 N76-23R36 PRECIPITATION MARDENING Adaptive wall transonic wind tunnels The affect of finite test section length on wall interference
The contributed wind tunnels p0114 N78-25227 in 2-D ventilated wind tunnels Processing of dispersion hardened materials p0187 N75-22752 Experiments to masses the influence of changes in the tunnel wall boundary layer on transonic wall crossition characteristics p0115 N76-28231 PREDICTION ANALYSIS TECHNIQUES
Nonsingal methods for markets The computation of transonic flows past aerofolis in solid, porous or slotted wind tunnels p0116 N76-25232 position (Location)
The STRACA landing trajectography system
p0111 N76-23288 Numerical methods for predicting subsonic, transonic and supersonic flow [AGARDOGRAPH-187] p0176 N74-28768 [AGARDOGRAPH:187]

Lifetime prefection methods for sleveted temperature fetigue—in sincerf, jet requires

Laboratory research into human information processing. Julio workload modeling po28 Nr.5-12890

Citical review of methods to predict the buffet panet revious generality of aircraft. Wethods for aircraft at the and parameter identification [AJARD-CP-172] Projectile Arburat and Impact Locating System (PAILS) p0111 N76-23292 RMB A position location system for modern military eapons teating and evaluation. p0111 N76-23294 Inexpensive system of multiple beacon localization for poon localization for poon N78-32181 POSITION INDICATORS (JARD-CP-172) p0004 N78-28987
Determination of stability derivatives from flight test sollts comparison of five analytical techniques p0008 N78-300C7 Flight symbology augmentation of sensor displays p0013 N78-30071 Use of precision positioning systems by NATO, volume Analytical and Numerical Methods for Investigation of Flow field with Chemical Reactions, Especially Related to Combustion ACIARD AR BE VOL-11 n0063 X77-72038 POWDER (PARTICLES)
A laboratory test method of evaluating the extingulating efficiency of dry puwders poods N78-14083
POWDER METALLURGY DO147 N78-20259 AGARD-CP-184) Theoretical enalysis of nonequilibrium hydrogen sir eactions between turbulent sug-assonic coantel streams p0148 N75-30381 Advanced manufacturing methods and their economic implications. Some pilot papers on powder metallurgy and Analytical method for predicting chamical reaction rates in the presence of Inhomogeneous turbulence (application to turbulent combustion) p0148 N78-30367 |OHING |AGARD-H-627| p0187 N75-22749 CARD-H-627]
Powder metallingy production processes p0187 N78 22750 Some problems and expects in combustor modelling p0148 N76-30273 Processing of dispersion hardened materials Processing of dispersion hardoned materials
poils7 N75-22782
Production of superalloys from powders
p0187 N75-22783
Titlenium powder metallurgy p0187 N75-22784 Buffet analysis DO017 N76-14026 Prediction of turbulent separated flow at subsunty and transonic speeds including unsteady effects process inditioning unstably effects
p0035 N76-17054
A new compriser-based method of HF sky-wave signal Titanium powder metallurgy p0187 N75-22784
Work on the calcination of heat resistant nickel based von, on me calcination of heat testifant inickel based pole? NPs.22785 Review of attracted powder metallugical fabrication techniques in European NATO countries — hot consolidation techniques for titanum and nickel alloys (ACAID-R-941) pol.17 NPs.28408 Advanced fabrication techniques in powder metallurgy and their economic implications — conference processings. prediction using vertical incidence innesende nosonde measure-no168 N78-20311 A comparison between the Deutsche Bundespot incospheric HF radio propagation pradictions and measured field-strangths p0168 N76-20312 Sweep frequency propagation on an 8,000 km transequational north south path p0165 N78-20313 As lonospheric storm model used for forecasting --- in dio communications p0168 N78-20314 (AGARD-CP-200) o0138 N77-15152 | AGARD-CP-200| p0.138 N77-15182 |
Trends in the application of silvenced powder metallings in the astronages industry p0.138 N77-15183 |
Production of powders from identiting alloys by vacuum ligation centrifugation |
Production of Illamium powder by the rotating electronage p0.138 N77-15156 |
Process and encroting equipment p0.138 N77-15156 |
Notes on some economic espects of IIIP |
p0.139 N77-15150 |
Advancements in consequence spects of IIIP |
p0.139 N77-15150 |
Advancements in consequence spects of IIIP |
p0.139 N77-15150 | adio communications A comparison of methods used in interfering lifting surface [AGARD-H-843-SLIPPL] p0039 N78-23183 Interference and numplemer lifting surface theories p0039 N78-23164 The numbianar kernel functions p0039 N78-23166 p0039 N76 23160 Bullsonic methods Supersonic mathods BOUSE N78-23167 Supersonic memors
The introduction of socurem allorest trajectory predictions
are traffic control p0085 N78 23206 Advancements in superality powder production and consolidation and political in an traffic control United services prediction methods applied in pools N78-24147 agrost satisfity Transmission of pircumferential injet diatortion through p0096 N76-25168 Multiple segment parallel compressor model for circum-rential flow illatorition p0099 N76-25169 Rena 98 powder metallurgy opportunities for gas utulino applications p0140 N77-15186 influence on the mechanical properties of various ferential flow distortion rential flow distortion.
The passage of a distorted velocity field through a cascada autois.
p0100 N76-25189 processing parameters applied to make base supersloys writers policy N77-18168 policy N77-18168 control of grain structure during superalloy powder policy policy N77-18169 Comments on mathematical modeling of external store release trajectories including comparison with flight data— (pradiction analysis techniques for jettisoning of external stores) Control of grain structure processing poli40 N77-18160 processing Powder fabrication of fibre reinforced superalloy turbine blades poli41 N77-18170 High-strength powder-metallurgy colisti-base alloys for use up to 650 deg C poli41 N77-16171 from shot produced by the REP and CSC processes poli41 N77-18172 oresi
Design technology for deperture resistance of lighter p0106 N76-29280 Through-flow calcular one in axial turbomachinery [AGARD CP-198] p0040 N77-12013 Through-flow calculations based on matrix inversion Loss prediction p0040 N77-12016 Some comments on the mechanical properties of HP transm p0141 N77-15173
Hot resistate pressing of Tr-6AL-4V prowder forging State-of-the-art in unsteady serudynamics p0042 N77-14997 IAGARD R-BBO 4V powder forging p0141 N77-18174 PREPLIGHT ANALYSIS plants
Weldebility of hot restetionly present prealtayed blantum
1. All provides p0141 N77-16176 Aircraft/stores compatibility analysis and flight testing p0111 N75-23290

POLARIZATION (WAVES)

Gross-polarised rediction from satellite

Plasma machaniams for polsar amaston

POLARIZATION CHARACTERISTICS

PRESSURE MEASOREMENTS An Investigation of different techniques for unsteady pressure measurements in compressible flow and comparison with filting surface—theory [AGARD-R-617] p0176 N74-18928 Unsteady pressure measurements in wing-with-store configurations p0038 N78-18063 onligurations

Analysis of unsteady flow in a transonic compressor by season of high-response pressure measuring techniques p0097 N75-26179

SUBJECT INDEX PREMIXED FLAMES Investigation of a V-guiter stabilized flame by laser anamometry and achiteran photography p0154 N77-11246 Concerning flight and the correction of presbyops p0241 N77-12713 PRESSURE DISTRIBUTION V/STOL deflector duct profile atudy · · · analysis of back exacts gradient in ducted flow of exhaust gases against if an Aerodynamic characteristics of an experimental lifting fan under crossflow conditions p0088 N74-20425
Sonic boom behavior mar a caustic pressure signature of ideal N shaped some boom caused by accelerated projectile p0258 N74 22659 Resolution of turbulent jet pressure into azimuthal imponents pJ269 N74-22668 Aerodynamic response DO089 N75-12857 The spanwise lift distribution and trailing vortex wake downwind of an externally blown jet flap p0023 N75-13800 The flow around a wing with an external flow jet flap p0023 N75-13801 Aircraft stalling and buffeling introduction and over-p0026 N75-22281 Remarks on fluid dynamics of the stall p0026 N75-22262 Description of tests carried out at Rolls Royce (1971)
TD Bristol engine division pO178 N76-16359 An experimental study of the influence of the jet parameters on the afterbody drag of a jet engine nacelle scale model p0178 N76-16360 intermodel
Contribution of the Institut fuer Angewandte Gastdynamik
(the DFVLR, Porz-Wahn p0178 N76-18361
Results of NLR contribution to AGARD ad hoc study
p0178 N78-18362 of the DFVLR. Port Wahn Effects of varying Raynolds number and boundary layer displacement thickness on the external flow over nozzle boattails p0179 N76-16363 Influence of jet parameters. Boattail pressure distribution end pressure drag p0180 N78-16389 Data variance due to different testing techniques p0180 N76-18370 Unsteady pressures due to control surface rotation at ow supersonic speeds. Comparison between theory and experiment [AGARD-R-647] n0040 N78-32128 Reynolds number effects on fore- and attooky pressure diag p0028 N75-23497
An experimental study of the influence of the jot parameters on the afterbody drag of a jet engine nacelle cale model p0178 N75-16380 pressure gradient at occurred flow of exhaust gases against lift fan p0087 N74 20417

scale model p0178 N76-16300
Results of NLR contribution to AGARO ad hos etudy p0178 N76-16382
Effects of varying Reynolds number and boundary layer displacement, thickness on the external flow over nozzle bostalis p0179 N76-16363 Description of the AGARD nozzle afterbody experiments conducted by the Arnold Engineering Development Cen-ter p0179 N76-16364 influence of the jet pressure ratio on the performance of an AGARD single flow afterbody in the 060-0 95 Mach p0179 N76-16367 nge
Influence of (et parameter) Boatfall pressure distribution
of possers drau p0180 N76-18369 and pressure drau d pressure dray

Fore- and afthody flow field interaction with consideration

Remodels number effects p0180 N76-15371 of Reynolds number effects PRESSURE GRADIEN: '4
V/STOL deflector due' profile study --- analysis of back

An on-rotor investigation of rotating stall in an axial-flow portion N76-28201 PRESSURE OSCILLATIONE Mathematical modeling and response evaluation for the fluctuating pressures of algorith buffeting AGARD-R-830) p0032 N75-32018 p0036 N78-17057 p0036 N78-17057 The passage of a distorted velocity field through a cascadi airfolds p0100 N78-25199 PRESSURE PULSES

p0176 N74-18928

Impulaive noise measurement methods and physiological fectu. p0145-N77-11196 affects PRISSURY REDUCTION An airframe manufacturer's requirements for future propulsion controls p0090 N75-23578 The effect of circumferential distortion on lan performance at two levels of bade loading p0098 N78-25184

Dynamic Internal flows in compressors with pressure maldistributed inlet conditions p0098 N78-25185 Axial flow rotor unsteady response to circumferential inflow distortions
PRESSURE REGULATORS
PRAC A new asro gas turbine engine control concept
p0091 N75 23884

PRESSURE SENSORS

Modern in ethods of testing rotating components of turbumachines (instrumentation) ... flow visualization, lass: oplications, and pressure sensors GARD-AG-207] μ0178 N76-30471 Application of lotor mounted pressure transducers to

analysis of inlet turbulence - flow distortion in turbofar p0087 N76-25177 PRESSURE VESSELS analysis of structural

Aerospace pressure vessels ··· analy failures to determine corrective measures p0193 H74-23430 An example of a method for predicting failure --- latigue

tile of cylindrical pressure vessels subjected to repeated internal pressure p0194 N74-23431 internal pressure PRESSURIZED CABINS Cabin pressurisation and oxygen systems

tems-requirements p0232 N76-27867 PRINCIPLES p0180 N76-11308 Laters
PRINTERS (DATA PROCESSING)

The minicomputer's role in data recording for information retrieval purposes and printed information. p0266 N77-16934

PRINTING A guide to reprographic processes for the small user [AGARD-AG-199] p0269 N76-19073 PROBABILITY DISTRIBUTION FUNCTIONS

Some fast analytical techniques for the EEG ... using probability distribution function and hybrid computers p0211 N75-24305 PROBABILITY THEORY Probability of perforation of aircraft structures by angine p0198 N76-19479 fragments

Remote probing techniques for inhomogeneous media p0262 N75-22(164 PROBLEM SOLVING

Yrajectography Tracking Kinetic energy of torbulence in p0185 N75-16836 llames · · · problem BOIVING [AGARD-CP-164-PAPER-2] p0135 N76-18252

PROCEEDINGS
Effects of long duration noise exposure on hearing and health -- proceedings on stress (physiology) of flight crews exposed to sicrest noise
[AGARD-CC-171] p0225 N76-17786

AGARD bulletin, meetings, publications, and members-

[AGAND-BULL-76-1] p0272 N7d-18037 PHODUCT DEVELOPMENT Powder metallurgy production processes pD187 N75-22750

A review of selected manufacturing technology programs p0187 N75-22751 A issue to Architecture of Superalloys Irom powders p.2187 N78-22783

Avionics reliability control during development p0190 N75-24603

PRODUCTION ENGINEERING Preliminary design espects of design-to-cost for the YF-16 prototype fighter p0065 N74-31460 Fabrication requirements in fluidics technology p0182 N76-21448

Advanced fabrication techniques in powder metallurgy in their economic implications ... conference process

dings [AGARD-CP-200] B0138 N77-15152 [AGARO-CP-200] p0138 N77-15152
Production of Ittentum powder by the rotating electrodic process p0138 N77-16185
Production of high purity metal powder by electron beam schnique p0138 N77-15166
Titentum powder production by the Harwell centrifugal p0139 N77-15167
Performance and economics of HIP equipment in industrial uses p0139 N77-15186

ROGRAMMING LANGUAGES Real time computer based systems -- conference on avionic computer technology
[AGARD-CP-149] p0245 N78-18257

[AGARD-CP-149] p0245 N78-18287
A process design system for large real time systems p0245 N76-18281
MASCOT A Modular Approach to System Construction
Operation and Test possess p0245 N76-18285
The CS-4 high level language and its use in real time systems p0245 N76-18287
CORAL 86- The UK retional and military standard nilitary standard p0246 N75-15259

A language for the apscification of real-time computer-ased systems p0246 N75-15270 Fast Intent recognition system (FIRST)

p0243 N75-15271

A further review of current research aimed at the design and operation of large wind tunitels [AGARD-AR-83] p0110 N76-11110 י AGARO bulletin Technical program 1977 p0018 N76-33130

ROJECT MANAGEMENT nomic aspects of prototyping p0066 N74-31461 The team leader's role in design to cost preliminary p0069 N74-32426

Ossign
PROJECT PLANNING
AGARD builstin Technical program 1975 — panels
un aszospace medicine, avionics, and electromagnetic wave PROJECTILES

Sonic boumbehavior near a causite --- pressure signature of ideal N shaped sonic b--->m caused by accelerated projectile pQ258 N74-22559

Radar detection and tracking in ground clutter --- of intention political political N78-23287 Projectile Airburst and Impact Locating System (PAILS) p0111 N76-23292

A guide to microfiche equipment evallable in Europe photographic equipment - projectors [AGARD-R-628] n0202 N75-26343 PROPAGATION MODES

PROJECTORS

Atmospheric laser beam propagation ... considering absorption, scattering, and turbulence effects p0186 N75-16843 Asymptotic techniques for propagation and scattering in inhomogeneous waveguides and ductep0251 N75-22055

Propagation in curved multimode cladded fibres of coupling coefficients for propagation modes denveto optical fibers
Ground-loss profile along a multi-section path of a sky p0283 N78-22071 tical fibers 00251 N75-22058

investigation of a V-gutter stabilized flame by lesser anamometry and schlieren photography p0154 N77-11246

PROPELLANT ADDITIVES

PELLANT ADDITIVES
Safety fuel research in the United Kingdom
p0045 N76-14080 Status of research on antimist aircraft turbine engine les in the United States p0045 N76-14061

PROPELLANT COMEUSTION Turbulant boundary layer in hybrid propellants combu-

p0149 N78-30372 PROPELLER SLADES Research toward development feasibility of an advanced technology V/STOL propeller system — development and avaluation of boron-aluminum compound for propeller blades

Noise characteristics of an experimental lifting fan under

crossflow conditions --- analysis of steady and unsteady forces soting on lift fan blades 20088 N74-20426 Problems of long linear errays in helicopter blades ... considering beams scanned by rotating blades p0171 N74-31884

Behavior --- engine cases associated with blade rup-TUPM PROPELLER FANS

Q-fan propulsion for short haul transports ··· application of variable thrust fans for sircraft and engine notes reduction p0088 N74-20424 PROPELLERS

p0093 N75-30171 Rotorcraft and propeller noise PROPERTIES

Properties of electromagnetic radiation

p0180 N76-11307 p0180 N76-11308

PROPHYLAXIS
The attenuated tive smallpox vaccine, strain MVA results of experimental and clinical studies p0224 N78-14787 PROPULSION

PROPULSION
Accounting of serodynamic forces on airframe/propulsion systems --- for designing military aircraft p0030 N75-23507
PROPULSION SYSTEM CONFIGURATIONS

V/STQL propulsion systems --- progeodings of conter-ence on propulsion system design and operation [AGARD-AR-64] p0068 N74-19404

ence on propulsion system deelign and operation (AGARD-AR-64) POORS N74-19404 V/STOL propulsion systems -- nonference on propulsion system design, cutrifiquration, and performance for vertical and short takeoff alices propulsion systems design (AGARD-CP-138) POORS N74-20401 Comparative appraisal of propulsion systems for V/OL-

alicra* -- Unctional description and classification of aircra* | Description and classification of aircra* | Description and classification of aircra* | Description | Des

of military operations and property of the property of military operations of the property of

Low speed turbine gear box Compact thrust augmentors for V/STOL electal propulsion system configuration for V/STOL electal propulsion system configuration for V/STOL and cruse flight p0087 N/4-20418 using one engine pDOS7 N24-20419
Cost of ownership for propulsion system of powered life

alicraft -- effects of development, acquisition, operation, and maintenance on aircraft engine cust factors pools in 74 20427.

Propulsion system of the VJ 101 C VTOL aircraft

Philosophy and practical experience — optimization of vertical takeoff alroraft airframe and engine pO068 N74-20428

vertical takeon ariorant attrame and engine process n74-20428. The development of an integrated propulsion system for jet \$10.1 flight research -- parformance tests of augmento-wing powered the concept problems of V/STOL arcreft connected with the propulsion system as expanienced on the De 31 experimental transport sincreft process angine operating experience in the Harrier Alicraft -- ensigns of requirements for alicraft engine for V/STOL citics combat application p0088 n74-20431. The development and flight testing of the propulsion system of the VAK 191 BV/STOL atrike and recommissionic activate. The propulsion system of the VAK 191 BV/STOL atrike and recommissionic activate.

tion of aircraft engine installations for subsonic and supersonic aircraft poo65 N74-26453 personic sirorah Propulsion/airorah design matching experience n0099 N74 32423

Sources of distortion and compatibility p0089 N75-12956

Presentation of serodynamic and acoustic results of qualification tests on the ALADIN 2 concept p0024 N75-13803 PSYCHOMETRICS A study of behavious during a trial of vigilance in propiliting personnel p0239 N76-25785 non-piloting personnel Aerodynamics of jet flep and rotating cylinder flap STOL incepts p0024 N75-13805 PSYCHOMOTOR PERFORMANCE Advanced engine mounted fuel pump technology pools N75-23601 Computer measurement of complex performance --- on digital computers p0211 N76-24300 Residual affects of hypnotics PROPULSION SYSTEM PERFORMANCE PSYCHOPHYSIOLOGY Recent technology advances in Youst vectoring systems - analysis of thrust vector control for varical takeoff sicrativith and without adarborning in Irih p0086 N74 20410 Basic research requirements for V/STOL propulsion and Prediction of pilot performance sleep-mood correlates under high workle during alreast carrier landings Vitration and combined stresses in advanced systems [AGARD-CP 148] p0213 N75-27685 drive trein components — analysis of jet engine operating parameters for exist and radial furbines. parameters for axial and radial furbilished Process of the control concept for V/STOL engines on their static and dynamic performance characteristics. An elementary psychophysical model to predict inde-comfort in the combined stress of multiple degrees of Psycho-physical performance of Air Force technicions after long direction noise exposure ... (noise hazards to 60228 NZA-17782 p0086 N74-20416 Aerodynamic cheracteristics of an experimental lifting fan under crossitiow conditions pOOSO N74-20415
Problems of V/STOL aircraft connected with the propulation system as experienced on the IO 31 experimental transport aircraft pooles N74-20430
Propulsion/aircraft design matching experience pooles N74-20430
Low cycle high lamperature fettigue ··· in aircraft jet anumes conference proceedings Some practical considerations for performance testing exotic environments p0239 N76-25786 in exetic environments exotic environments
Assessment of perceptual and mental performance in p0239 N76-28789 civil aviation personnel vil sviation personner
A conceptual model for operational stress
p0239 N76-25791 engines: conference proceedings [AGARD-CP-158] PULSARS DO195 N75-10487 (GARD-CP-10s)
Problems of low cycle high temperature failigue in aircraft
t engines
Pracision in LCHTF teating --- of aircraft jet angines
p0195 N75-10490 lasmu mechanisms for pulsar emission PULSE CODE MODULATION Narrow band HF communication systems for voice p0166 N76-The effect of cycle parameters on high temperature low cycle fatigue · · in alloraft jet engines p0.195 N75-10491 Design procedures for elevated temperature low-cycle fatigue · · · as applied to alloraft jet engines p0.196 N75-10494 PULSE OFMERATORS Aerosonic games with the externally gamerated pulses PULBE RADAR Distortion induced engine instability A tracking and control system using pulsed transmis-sions p0111 N76-23293 p0089 N75-12954 IAGAND-LS-721 GAND-LS-72]
Introduction to distortion indused engine instability pOOBS N75-12985 PULSE BATE Pulse wave velocity over the upscular wall as a means for distinguishing between different psychophysiological reaction patterns to a mental task p0211 N75-24302 Sources of distortion and competibility DOORS N75-12956 Assembehanical Response Astomachanics responsible pools in rolling pools in rolli PULSED LABERS Precision Aircraft Tracking System (PATS) Experimental determination of single and multiple pulse Methods to increase engine stability and tolerance to distortion poogo N75-12951.

Radiation cooling of throst nozzles — propulsion system parliumance, radiant cooling, and nozzle thrust coefpropagation -- laser transmission through atmosphere p0206 N PUNSUIT TRACKING The operational problems encountered during precise maneuvering and tracking p0018 N76-14019 [AGARD-AG-184] p0128 N75-24840 Specifications of the propulsion systems for anti-tant p0144 N77-11187 a PROPULBIVE EFFICIENCY The role of computers in future propulsion controls p0090 N75-23592 QUALIFICATIONS PROTECTIVE CLOTHING Qualification of parsonnal A physiological comparison of the protective value of nylon and wool in a cold environment p0049 N74-33840 Cold physiologic studies ... insulated clothing and protective shelters for arctic regions p0049 N74-33842 QUALITY CONTROL mputer software teating and certification Survey of Problems --- in nondestructive testing of alterest structures. On the structure polls N76-18483. Generation of composite material data for design --- quality control in the manufacturing of laminates used in aircraft construction poll33 N76-19236. Actions instabilities cantrol distinct fewer laminations. Windblast Protection for the head by means of a fabric and Laser protective devices p0218 N75-32722 p0151 N75-11315 Ma.ham. of head protection p0230 N75-27850 Avionics reliability control during development policy of the policy of Eye protection and protective devices p0230 N76-27862 PROTOTYPES temperature limitations and reliability p0075 N77-16047 Evolution of the role played by the stress analysis office in the design of a prototype p0071 N76-17094 PROTUBERANCES R he structure of three dimensional separated flows in ob. .acle. boundary layer interactions. p0037 N76-17065. MANAH AMTENNAS PSYCHIATRY Alpha Antisemona Humas for althorne rader · · · design of Cassegrain antenna p0169 N74-31671 Polyrod serials for svionic applications · · · effects of Medical requirements and examination procedures in relation to the tasks of loday's alteriaw. Comparison of examination techniques in neurology, psychiatry and psychology with special emphasis on objective methods and assessment criteria. additional dielectric slabs on antenna gain AEW radar antennas --- computerized design for sideboreduction p0.170 N74-31879
Array and reflector techniques for altport precision approach radars --- using limited scan coverage [AGARD-CP-153] nO210 N75-24297 PSYCHOLOGICAL SPECTS Flight fitness and psycho-physiological behavior of applicant pilots in the first flight missions. p0211 N75-24304
Aviator performance—Biomedical, physiological, and psychological assessment of pilots during extended helicopter flight Olf-boresight angle estimation with a phase comparison monopulse system ---- for rader tracking antenna p0173 N74-31705 RADAR APPROACH CONTROL Array and reflector techniques for airport preuision sporosch rades · · · using limited ecan coverage p0172 N74-31698 Overview of US air traffic control system p0083 N78-32082 PSYCHOLOGICAL FACTORS Engitional and biochemical effects of high work-load --in pilot landing performance pO237 N75-12598
Test for quick and early distoction of psychic syndromes
more frequent in the Air Force personnel DO210 N75-24298 RADAR ATTENUATION Ionospheric limitations on the engular accuracy of estellite tracking at VHF or UHF pol 64 N75-20303 RADAN BEACONS The psychologist's view -- of human factors in air traffic introl p0050 N78-32053 cantrol Feyrth Advanced Operational Aviation Medicina Course [AGARD-8-642] p0230 N78-27846 ATCHBS improvement program --- improved antenna design for inonopulse rader PSYCHOLOGICAL TESTS ATCRBS inlateration, the advanced alriport surface traffic poose N76-23212 Medical requirements and examination procedured in relation to the tasks of today's sucrew. Introductory remarks. p0209 N75-23085 RADAR DATA Test for quick and early detection of paychic syndromes

n of EM backscatter p0250 N75-22061 On volume-depend from rough surfaces RADAN FILTERS Computer generation of ambiguity surface for radar waveform synthesis µ0162 N76-16280 RADAR MAPS Radar lendmass simulator p0125 N78-29300 p0162 N76-16280 DO232 N76-27870 RADAR NAVIGATION Biochamical and Terrain avoidance radar using off-horasight techniques New radro nevigation aids based on TACAN principles
using omniorectional radio ranges p0014 N75 30072
RADAR NANGE p0238 11/5-12599 ignospheric rader range error currection by the incoherent scatter-Ferady rotation technique ... for accurate satellite p0215 N76 27705 p0165 N76-20309 Tracking RADAR BCANNING Polar to cartesian axis-transforming digital scan converters power reverse integration algorithm in a digital display store for airborne pools 1 878-17130 surveillance rader RADAR SCATTERING Remote sensing of surface properties --- based on airborns radar scatterometer and pulse rader on television Tower pasterometer and pulse rader on felevision po25 1 Y75 - 2051

The second order Doppler spectrum of rader ass echo for frequencies above VHF p0255 / N75 - 2061

Volume scattering from ice and water in inhomogeneous terrain --- effects of surface properties on electromagnetic wayes p0157 N74-31828 MAYOR HADAR BIGNATURES Determination of slam visual range from lider signatures, analysis of simulated signatures p0207 N76-29849 RADAR TRACKING p0166 N76-20320 with the sid of control elements and A complementary filtering technique for deriving sircraft velocity and position information --- onboard navigation system and rader tracking signals for instrument landing upproach guidance p0006 N78-3004 p0288 N74-22682 opproach guidance p0006 N78-30004
Computer assisted approach sequencing p0057 N78-23221
Radar detection and trauking in ground cluter or of projecties p111 N78-23287
Minimal error trajectories on line p0112 N78-23287 RADAR TRANSMISSION A third-order specular-point theory for radar backscatp0112 N76-23298 Remote sensing of surface properties ··· based on airborne radar scatterometer and pulso radar on television tower n0251 N75-22059 wer The second order Doppler spectrum or frequencies above VHF Heiler Interference reduction techniq p0282 N75-22061 qu**es** _p0161 N76-1627? BADIAL FLOW Design optimization and performance map prediction for centrifugal compressors and radial inflow turbines p0101 N76-26213 RADIANT COOLING p0188 N76-16465 Rediation cooling of propulative nozzles [AGARD-AG-184(FR)] p0176 N74-32218 [AGARD-AG-184(FR)] Rediation cooling of thrust nozzles — propulation system performance, radiant cooling, and nozzle thrust coefp0248 N75-16258 icienta p0128 N75-24840 [AGARD-AG-184] ADJANT FLUX DENSITY
Lig-normal probability distribution of attong irradiance fluxuations: An asymptotic enalysis p0205 N76-29833 RADIATION DOBAGE Pathophysiologic aspects of exposure to microwave Cosmiq radiation doses at aircraft atilitides
p0218 N76-11694
Cosmiq radiation doses at aircraft atilitides
p0232 N77-16729 RADIATION HAZARDS Biophysics - energy absorption and distribution p0218 N76-11696 On EMP safety hazerds p0219 N76-11703 00170 N74-31877 Ocular effects of leser radiation. RADIATION INJURIES Ocular effects of radiation: Retina p0180 H78-11311 nD172 N74-31698 Determination of safe exposure levels: Energy correlates ocular demage p0160 N76-11312 of ocular damage RADIATION MEASUREMENT Radiometric signatures of complex bo 00282 N78-22088 Measurement of atmospheric absorption by utilization of an infrared solar radiation receiver p0206 N78-29042 RADIATION MEDICINE safety problems p0233 N77+16733 Aedical aspects of Insers and Inser RADIATION PROTECTION 10189 N78-16470 RADIATION SOURCES DO159 N78-16260 RADIATIVE TRANSFER Calculations of polarization and radiance in the at papers p0203 N76-29822 Radiative transfer in cloudy atmospheres --- considering lar radiation p0204 N76-29823 noist radiation Eurocontrol data processing systems Multiple scattering in planetary atm The Nethellands ATC automation program p0083 N75-32081 spheres p0204 N78-29824 Methods for solving the equation of radiative transfer through finite thickness layers p0204 N78-29825 Theoretical studies of the transfer of solar radiation in a stroophere p0204 N76 29827 Reder detection and tracking in ground clutter p0111 N76-23287

RADAR EQUIPMENT

more frequent in the Air Foice personne

Standardization of objective medico-psychiatric question naire in the Franch Army p0212 N78-24307

Psychic health: A quantite negligable in flying fitness p0212 N76-24308

p0210 N75-24298

HADAR DETECTION

Radiative transfer in a scattering absorbing medium considering cloudy atmosphere p0204 N75-29830	Ship-shore communication at short ranges p0168 N76-20319	REAL TIME OPERATION Real time computer based systems conference
Propagation of high power laser beams through the	Influence of apreast F on HF radio systems · · transaquat	avionic computer technology
atmosphere An overview p0206 N76-29843	onal signal fading p0167 N76-20326 Polar lonesphare modeling baser on HF backscatter.	(AGARD-CP-149) p0245 N76-16
ADID ANTENNAS Analysis of ground wave propagation over irregular.	beacon, and airborne ionosunde measurements	A process design system for large real time system p0245 N75-18
mhomogeneous terrain p0253 N75-22070	P0167 N76-2032th Formation and movements of ionospheric irregularities	Real time operating systems p0245 N75-15
ADIO ATTENUATION Strong impact propalitate of little specific attenuation.	in the auroral E-region p0167 N76-20330	The cyclic time slot interface and its Influence on
for radioelectric waves p0144 N77-11191	RADIO TRANSMITTERS	noftware executive ··· considering surveillance r system p0266 N75-18
IADIO BEACONS	The reduction of electromagnetic competibility due to non-linear elements and unintended rendom contacting in	MASCOT A Modular Approach to System Construc
Inexpensive system of multiple bascon localization for helicopters p0060 N76 32161	the proximity of the entenns of high-power RF	Operation and Test p0245 N75-15 A resil-time program system for controlling a phased a
ADIO COMMUNICATION	Internative points N76-16289 MADIO WAVES	radar p0245 N75-15
Multipath in an aeronautical satellite system p0266 N75-22082	Plasms mechanisms for pulsar amission	The CS-4 high level language and its use in real
Electrostatic charges and their perturbing effects on radio	p0157 N74-31828 Wave interaction using a partially reflected probing	systems p0245 N75-16 Compact Interpreters Their implications on softs
communication p0160 N76-16264	wave p0158 N74-31840	and hardware design p0246 N75-18
Interferences in frequency modulation systems p0161 N76-16276	Modification effects in the tonospheric D-region p0159 N74-31842	CORAL 66: The UK national and military standard
Design problems related to radio communication with	Numerical solution of a problem of nonlinear wave	p0246 N78-18 A language for the specification of real-time compr
an integrated airborne system p0162 N76-16288	propagation through plasmas p0159 N74-31843 The ionospheric propagation of the modulated waves with	based systems p0246 N75-15
ATCRBS trilateration, the advanced airport surface traffic control sensor p0056 N75-23212	carrier frequencies for from and varying around the	Fast Intent recognition system (FIRST)
ADIO DIRECTION FINDERS	gyrofrequency pO189 N74-31844	p0246 N75-15 Burroughs automatic communications system the fo
Tacan p0052 N78-32071	Mathematical theories of radio-wave propagation: An historical survey p0280 N75-22047	generation (BACS IV) p0246 N76-15
High resolution measurements of time dalay and angle of smivst over a 911 km HF path p0168 N76-20331	Propagation in ducts and wavaguides possessing irregular	Organization of STRIDA (system for processing
The correction of errors in HF direction finders by travelling	features. Full wave solutions pO251 N75-22054 Boattering out of the evaporation duct theory of bayond	defense information) p0246 N75-16
ionospheric disturbances p0168 N76-20332	the horizon radio wave propagation pO2B1 N75-22087	Some multicomputer configurations for reliability in systems p0247 N75-18
Double cross modulation in the D-region	The propagation of radio waves through periodically	Distribution of the tasks in a phased-array radar sys
ADIO EMISSION	Burface impedance of radio groundwaves over stratified	between general-purpose computers and special procesurits p0247 N76-18
A self consistent theory of triuggred VLF emissions	earth p0283 N78-22068	A family of modular processors The ABMO
p0157 N74-31829	Analysis of ground wave propagation over Pregular, Inhomogeneous terrain p0253 N75-22070	Project p0247 N78-16
Whistler Triggered emissions p0157 N74-31830 Nonlinear wave modulation of whistler waves	Inhomogeneous terrain p0253 N75-22070 Ground-loss profile along a multi-section path of a sky	The impact of recently developed hybrid computations on testitime stones are sent and property of the stones of th
p0187 N74-31831	wave pO253 N76-22071	devices on rest-time signal processing p0247 N75-15 The advanced scientific computer: An advanced cor
ADIO FREQUENCIES Nonlinear effects in electromagnetic wave propagation	Mixed-path considerations for radio-wave propagation in	ter architecture and its real-time application to bai
··· conference on radio frequency scattering during ionosp-	forest environments p0284 N78-22079 Flight test results of propagation experiments through	missile defense p0247 N75-18
herio propagation [AGARD-CP-138] p0155 N74-31812	inhomogeneous media p0266 N78-22081	Data acquisition and distribution in real-time series systems p0248 N75-16
[AGARD-CP: 138] p0155 N74-31812 Narrowband radio noise in the topside lonosphere	Birong impact propellents of little specific attenuation	Development experiences of real time computer b
p0188 N74-31834	for radioelectric waves p0144 N77-11191 RADIOACTIVE MATERIALS	systems in strike aircraft p0249 N75-16
Modification of the plasma impedance of an antenna due to ion sheath induced nonlinearities numerical	Redicimmunosassys: New taboratory methods in clinic	LAMPS: A case history of problems/design object for an amborne data handling subsystem
unsiyate of radio frequency scattering p0158 N74-31836	and research p0228 N76-27824	p0248 N76-16
Propagation in ducts and waveguides possessing liregular features Full wave solutions p0251 N75-22054	The role and limitations of radioimmunoassay as a laboratory diagnostic procedure p0228 N76-27825	Digital real time simulation of flight p0248 N75-18
ADIO FREQUENCY INTERFERENCE	HADIOHIOLOGY	Applications of the real-time date analysis system in Area 40- by 80-foot wind tunnel p0019 N77-11
Introductory survey. A survey of tonospheric modification	Biological studies of cosmic radiation p0233 N77-16730	Automatic control of a transonic wind tunnel wi
effects produced by high power HF radio waves p0155 N74-31814	Radiobiological problems of high stitlude flights (below	real-time computer system p0018 N77-11
The Influence of particular weather conditions on radio	28 km) p0233 Ñ77-16731	Asymptotic theory of separation and restrachment
interference p0160 N76-16263 Electromagnetic competibility control plans	RADIOGRAPHY	laminar boundary layer on a compression ramp
p0161 N76-16274	Liquid crystal and neutron radiography methods pO189 N76-16475	pDC34 N76-17
Interferences in frequency modulation systems p0181 N76-16276	MADIOMETERS	Experimental and theoretical investigations of dimensional reattachment in turbulent incomples
ADIO NAVIGATION	Radiometric signatures of complex bodies p0252 N75-22065	flow p0034 N76-17
Principles of radiolocation p0082 N75-32087 Distance measuring mathods p0082 N75-32070	RADIOSONDES	Three dimensional disturbances in restaching separations p0035 N76-17
Integrated navigation system Multifunction digital	Use of radiosonde data to derive atmospheric wind shears	On the calculation of supersonic separating and reat
ground-air-ground communications system p0086 N76-23209	for small slear increments p0070 N75-15844 RADOME MATERIALS	ing flows p0035 N76-17
CONUS seronautical redionavigation by satellite	Avionic radonie materials electrical, mechanical, and	RECEIVERS The Influence of frequency and receiver aperture or
p0088 N78-23226	thermal properties	scintillation noise power p0160 N75-16
A nevigation monitor for VLF signals p0080 N76-32187	[AGARD-AR-75] p0131 N75-13034 Depotatization and noise properties of wet antenna	Computer modeling of communications receiver
Some considerations on possible new VHF low cost radio	radomes p0160 N76-16268	Design of a communications test (Tompes) received
navigation aids p0060 N76-32158 integrated Doppler/heading reference/radio navigation	RAINDROPS	Design of a communications test (Tempes) receive maximum broadband dynamic range _p0164_N76-16
p0062 N76 32176	Polarized noise in the atmosphere due to rain p0180 N76-18285	RECOMMENDATIONS
ADIO RECEIVERS	RAMAN SPECTRA	Conclusions and recommendations p0017 N76-14
Oigital phase processing for low-cost omega receivers p0060 N76-32185	Fluorescent and Haman scattering in particles p0205 N76-29831	RECONNAISSANCE AIRCHAPT High workload tasks of aircrew in the lactical strike, a
ADIO TELEMETRY	Applications of non-intrusive instrumentation in fluid flow	and reconnaissance roles p0238 N75-12
Telemetry development and application of telemetry to flight test instrument systems p0078 N74-25943	research Including Raman spectra, Laser Doppler	The incidence of temporary and permanent issaring among strorews exposed to long-duration noise in mar
ADIG TRANSMISSION	Velocimaters, and electron beams, conference proceedings	patrol sircraft (noise hazards of reconnaissance
Parametric instabilities in the ionosphere excited by powerful radio waves observed over Aracibo	[AGARD-CP-193] p0161 N77-11221	(aft)
p0185 N74-31815	Laser Haman diagnostics of aerodynamic flows and	[DCIEM-76-RP-1073] p0226 N76-1: RECORDING INSTRUMENTS
Observations of enhanced ion line frequency spectrum- during Aracibo ionosphetic modification experiment	flames p0163 N77-11234 toosi measurement and proportional density of gaseous	AGARD flight test instrumentation series. Volum
pO185 N74-31816	flow by Raman anti-Blokes coherent scattering	Magnetic recording of flight test data · · · design performance of alrborne taps transports
Radio systems and the ionosphere [AGARD-CP-173] p0164 N76-20302	p0183 N77-11235	[AGARDDGRAPH-180-VOL-5] p0077 N74-11
Amplitude scintillation observations and systems applica-	Fluid dynamic analysis of hydraulic ram	RECTANGULAR GUIDES Analysis of finite arrays of rectangular aparture
tion · · · fade statistics in transionospharic radio communica-	pO198 N76-19474	conducting electric coated cylinders mutual cou
Plasmaspheric contribution to group-path-delay of	The ISO guide for the evaluation of human whole body	effects p0172 N74-3
transionospheric satellite navigation signals	vibration exposure pO216 N75-277OB	The design of wirds band notch aerials and some app tions to avionice p0 172 N74-31
p0165 N76-20306 Long range VHF transequatorial for the European-African	Proposad limits for exposure to whole body vertical	RECTANGULAR WINGS
path, a review of time delay measurements	vibration, 0.1 to 1.0 Hz p0216 N75-27709 RANGE AND HANGE HATE TRACKING	Wind tunnel test of a flutter suppressor on a str
p0165 N76-20310 A new computer-based method of HF sky-wave signal	Transionospherio effects on range measurements at VHF	wing p0071 N76-32
prediction using vertical-incidence ronosonde measure-	··· for integrated satellite ranging system for locating	Parallel computer with automatically reconfigu
ments p0165 N76-20311	ships pD164 N76-20307 FANGEFINDING	organization (COPRA) p0246 N76-10
A comperison between the Dautsche Bundespost ionospheric HF radio propagation predictions and measured	Development of a small solid propellant rocket motor	The MECRA experimental computer model with sub- tic reconfiguration p0248 N78-16
field-strengths p0165 N78-20312	for flexible range requirements p0144 N77-11186	Some multicomputer configurations for reliability in
Sweep frequency propagation on an \$.000 km transac-	RATS Effect of low frequency serial vibrations on necturnal	aystems p0247 N76-16
An ionospheric storm model used for forecasting in	autivity of a rat pO216 N75-27712	Narrowband HF communication systems for di voice p0166 N76-20
radio communications p0165 N76-20314		REFLECTED WAVES
tankalawaa faa wat tima Ub -ki	REACTION KINETICS	
Techniques for real-time HF channel messurement and continuum data transmission p0156 N75-20315	The refractory metals oxidation/reaction kinetics	Scattering out of the evaporation duct theory of be
Techniques for real-time HF channel measurement and optimum data transmission p0166 N75-20315		

System approach to practical navigation p0062 N76-32174 REPLECTORS Employment of nearfield Cossegram antennes with high pilote A comparative study between two different groups examined at ten years interval p0229 N76-27831 PESPONSE TIME (COMPUTERS) efficiency and low sideliobes, taking the Intellect-ground stations and the German Helios-telecommand station as REMOTELY PILOTED VEHICLES Preliminary design techniques for piloted vehicles The cyclic time slot interface and its influence on the software executive --- considering surveillance rader system p0245 N76-16283 xamples --- toroidal aperture and subreflectors for side iduation pO172 N74-31596 Array and raffector techniques for support practition Arciaft design integration and optimization, volume 2 IAGARD-CP-147) p0078 X76-70878 A new experimental flight research technique. The immediate policy N76-25287 RETINA ápproach rádáts · · · using limited scan coverage po172 N74-31698 Ocular effects of radiation. Retina p0150 N76-11311 Ocular effects of radiation
RETINAL ADAPTATION
Protection from retinal burns and fisabblindness due to
p0241 N77-12711 modely proved surplane
Some navigational concepts for remotely protect vehic pooss N76-32153 semately proted supteme BEHBACTED WAVES Scattering out of the evaporation duct -- theory of beyond the horizon radio wave propagation p0251 N75-22057 REFRACTION Remotely piloted re useable vehicles [AGARO-CP 178] REVIEWING p0084 X77-72033 Some experimental observations of the refraction A further review of current research aimed at the design pO257 N74 22651 and operation of large wind tunnels [AGARD-AR-83] sound by rotating flow Application of unmanised aircraft p0076 X77 72040 p0110 N76 11110 REPORTS
AGARD index of publications, 1971 - 1973
p0284 / Mechanical property testing of high temperature materi-REYNOLDS NUMBER EVNOLDS NUMBER Reynolds number effects on fore- and aftbody pressure trag p0028 N76-23487 Reynolds number affects on boattet drag of exhaust nozales from wind tunnel and flight tests p0028 N76-23506 Description of the AGARO nezzle afterbody experiments. On the conductant with the AGARO nezzle afterbody experiments. One IAGAND-R-8341 p0197 N76-16492 p0284 N75-17227 Machanical properties of ceremics for applications
[AGARD-R-651] Director's annual report to the North Atlantic Military ommittee, 1974 pD272 N76-19048 p0143 N77-16182 GARD-R-651| Fracture mechanics of high temperature ceremics p0143 N77-16164 REPRODUCTION (COPYING) A guide to reprographic processes for the small user [AGARD-AG-199] p0289 N75-190*3 conducted by the Arnold Engineering Development Cen-ter pO178 N78.18384 Fore- and affoody flow field interaction with consideration of Reynolds number effects p0180 NRS-18318
Fore- and affoody flow field interaction with consideration of Reynolds number effects p0180 NRS-18371
Recent progress on new facilities at the NASA Langley Research Center p0119 NRS-28269
Frapared commant on the cone transition Meynolds number detection returns p0120 NRS-28272
The proposed large European high-Reynolds-number po120 NRS-28272
On the flow quality necessary for the Large European High-Reynolds-Number Transonic Windhumel LEMRT p0127 NRS-18047
AUARD-R644]
RMYTHM (BIOLOGY)
Correlation of occurrence of aircraft eccidents with REFEACYONY METALS REQUIREMENTS The refractory metals --- oxidation/reaction kinetics Energy-related research and development in the United States Air Force p0201 N75-18979 REFRIGERATING Avionic cooling and power supplies for advanced ago-RESCUE OPERATIONS ICUE OPERATIONS
H-53 night operations ··· for resque missions
pOO12 N75-3(:056 [AGARD-CP-196] p0074 N77-16031 REFUELING Flame propagation in aircraft vent systems during p0046 N76-14066 Current research on the simulation of flight effects on the noise radiation of shorah engines p0120 N76-25280 RECRESSION AMALVAIS Some informal comments about the research electan in HESEARCH AIRCRAFT Project weight prediction based on advanced statistical Some Informal comments about the research alerant in policy 1 NYS-02286 Policy Systems Research Allerant (RSRA) policy NYS-02286 Competison of model and flight test data for an augmenturing STOL research alerant policy NYS-02282 Policy NYS-02282 Determination of stability derivatives from flight test results by means of the regression analysis Correlation of opcurrence of elecent ecoleents with biomythmic criticality and cycle phase p0234 N77-17720 p0007 N78-30017 BIGIO BOTORS Hingeless rotorcraft flight dynamics -- research projects to analyze serodynamic characteristics of rotary wings [AGARD-AG-197] p0023 N78-10003 REINFORGED PLASTICS tor-wing STOL research aircraft p0122 N75-25292

#BBEAROD AND DEVELOPMENT
The Parkins-Glasser factures, March 1874
[AQAND-HIGHIGHTS-76/2] p0001 N75-14711
Director's annual report to the North Affantic Military
Committee
Development of the United Technologies Research Center
acoustic research tunnel and responsated test techniques
p0120 N76-25279
A new experimental flight research techniques. The
remotate tilloted airginare p0121 N76-25287 Influence of febrication parameters on the rupture of glass fiber reinforced plastics pO132 N75-23704 RIGID STRUCTURES Stress and strength analysis of reinforced plastic with les. Consequences on design p0132 N78-23708 Gosed form expression of the optimal control of a singlene to turbulence p0071 N75-3 RING LASERS FORCING FIREMS Pawder fabrication of fibre-reinforced s ed superalloy turbine p0141 N77-16170 The application of ring laser gyro technology to low-cost artist navigation p0061 N76-32162 RELATIONSHIPS inertial navigation onic reliability and life-cycle-cost partnership p0191 N78-24611 Small solid propellant rockets for [AGARD-CF-194] motely piloted simisme p0121 Some considerations on possible new VHF II p0144 N77-11185 nevigation aids possible new VHF low cost and possible new VHF low cost manual possible new VHF low NOCKET ENGINE DESIGN Critical evaluation of todays fireproof testing of servepace sterials p0046 N76-14070 Davelopment of a small solid propellant rocket motor for flexible range requirements p0144 N77-11185 ROCKET SMGINES
An interior ballatice model for a spinning rocket motor p0144 N77-11183 materials Avionics Design for Reliability [AGARD-LS-81] p0190 N78-24602 Reliability growth modelling for av p0190 N78-24604 p0190 N78-24604 p0190 N78-24605 p0073 N78-32184 Illusory reliability growth Failures affecting reliability of avio Research and development in support of Canadian military remilements p0021 N77-14984 ROCKET VEHICLES Jpper Liband telemetry seriets for rockets and n air requirements p0190 N76-24607 Warranty (RIW) on p0190 N76-24608 p0191 N76-24809 The use of rockets against crash fires in sliport areas p(C47 N78.14079 p0172 N74-31690 Canadian research and davelopmen Impact of Reliability Improvement p0021 N77-14985 avionic reliability RESEARCH FACILITIES High reliability design techniques
Design of electronic circuits and BERARCH PACILITIES
Adventedial research and evaluation support of existing and proposed excape and retrieval systems at the Naval Aerospace Recovery Facility p0043 N74-20782 AGARD highlights. March 1974
[AGARD-HighLight-15-74/1] p0001 N78-14710 New structural testing methods Design or electronic clients and component selection in high reliability p0191 N76-24610 Avionic reliability and life-cycle-cost partnership p0191 N76-24611 RETO

Effects of static moments from reakets or esymmetric acts un sizeraft spins p0103 R78-29289 loads on aircraft anins Case history of some high reliability designs for swinning systems p0191 N76-24611 Avionics design for reliability bibliography p1191 N76-24614 p1191 N76-24614 Information utilization in government research institutions. An attempt at a user-priented approach uses pD144 N77-11186
RORSCHACH TESTS
Administration of the Rorschach student pilots training apprenticeship p0210 N78-24299
ROTARY WING AIRCRAFT DO270 N78-28107 Some informal comments about the the DEVLE RESEARCH MANAGEMENT RELIABILITY ANALYSIS OTARY WING AIRCRAFT
Rotoreat derivative identification from analytical models and flight test data p0007 N76-30021
Rotor systems cusearch aircraft (RBRAI requirements for and contributions to rotorcraft state estimation and perameter identification p0007 N76-30022
A guidance system for fixed or rotary wing storat in approach and sinding sones -- using time division multiplexing p0014 N76-30073 Digital fly-by-wire control system with selfdiagnosing failure detection An integrated reliability program utilizest for sizualt industrial and marine ges tuibines pooge N78-31107 Industry documentation. A necessary syll n0271 N28-28111 RESEASON PROJECTS Citiosi analyses and laboratory research work at the stage of sirotath preliminary draign p0066 N74-31463 AGARD handbook High reliability design techniques p0191 N78-24609 AGARD handbook [AGARD-HANDBOOK-722.29.00-REV] p0262 N75-14832 Case history of some high reliability designs for evionic elema p0191 N76-24612 RELIABILITY ENGINEERING ROTARY WINGS AGARD highlights, March 1974 [AGARD-HIGHLIGHTS-74/1] Flight test results of propagation experiments through inhomogeneous media p0255 N75-22081 Problems of long linear arrays in halloopter blades ... considering beams acanned by sotating blades p0001 N75-14710 The Perkins-Glasser lectures, March 1974
[AGARD-HIGHLIGHTS-74/2] B0001 unsigning beams econnect by rotating bleds p017 NY4-31684 Mingeless retorout flight dynamics -- research project or safety ecodynamic observations of rotary wings [AGARD-AG-197] p0023 N75-10003 Returnant and popullar noise p0023 N75-30171 The structural design process for helicopters with emphasis on the roter p0072 N75-17095 Unsteady serodynamics of helicopters blades. Reliability specification for gas turbi ne control systems p0090 N75-23581 00001 N78-14711 The 1974 AGARD Annual Meeting The energy problem The 1974 AGARD Annual massing Impacts on military research and development p0201 N7E 10977 Avionics reliability control during development po190 N76-24603 Husdry reliability growth D0190 N76-24605 Agard bulletin Meeting, publications menticiship p0272 N75-18157 REMOTE CONTROL Principle and resilization of seronautical laser systems RISIDUAL STRESS otheracteristics and applications of laser systems for military purposes p0260 N75-10782 The non-destructive measurement of residual strasses p0189 N76-16478 Unsteady serodynamics of helicopter blades Hemotely printed re-useable vehicles [AGARD-CF-178] p0030 N78 24149 RESOLUTION Flight insesurements of helicopter rotor serololi characn0084 X77-72039 Medium accuracy low cost navigation systems for elicopters p0059 N78-32152 teristics and some comparisons with two-dime yional wind tunnel results p0121 N78-25264 Rotor Systems Research Airgraft (RSMA) p0121 N75-25286 REMOTE BENSORS RESONANT PREQUENCIES Passive infrared systems --- effects of atmosphere on imaging techniques and sensor design p0261 N75-10784 Notes on the rediation patterns of HF serials installed on helicopters --- effects of rotor modulation The ert and science of rotary wing data correlation p0122 N76-25281 Remote sensing of surface properties - based on airborne radar scatterometer and pulse radar on television tower pO251 N75-22059 nO173 N74-31699 Reconance phenomena observed on mother-designfer rocket flights in the auroral lonespherap0188 //74-31837 Recourses frequency of an ionized layer in dependence on layer thickness -- plasms octum excitation by electromagnetic pulse Remote probing teatiniques for inhomogeneous media p0282 N78-22084 The use of computers in rotary wing testing p0019 N77-11973 Clarification of a fatal helicopter of Detection and location of shaltered and dispersed simraf p0238 N77-17727 forensia medical met Executive summary Volume RESOURCES MANAGEMENT Volume 1 [ARSD] ume 2 Appendixes p0272 X75-70572 Energy resources and utilization RESPIRATORY SYSTEM B0201 N75-16982 An interior ballistics model for a spinning rocket motor p0144 N77-11193 Remote seroed sensing with an absolute opilibrated public frequency (lider p0203 N76-29819 An on-rotor investigation of rotating stell in an axial-flow compressor double frequency lider ROTATING STALLS Survey of current cardiovasquiar and respiratory examina Remote probing of winds and refractive turbulence using plical techniques p0207 N70-29952 methods in medical saleution and AGARD-AG-196 p0222 N75-17079

Detailed flow measurements during deep stall in sual flow compressors p0100 N76-25202	SATELLITE NAVIGATION SYSTEMS The satellite as an aid to air traffic control	Cantuluga sessessment of a reclining seat po220 N77-11648
The prediction of the behaviour of sxist compressors near	p0053 N75-32079 Plasmaspheric contribution to group-path-delay of	SECONDARY RADAR
surge three dimensional flow and rulating stall p0100 N76-25203	transionospheric satellite navigation signals	ADSEL/DASS A selective address secondary surveillance radar digital surveillance radar system
ROTOR ALRODYNAMICS	p0165 N76-20308 CONUS aeronautical radionavigation by satellite	p0054 N76-23199 Secondary radar for ground movement control
Helicoptor operational loads spectrum and design criteria	pO058 N76-23228	p0086 N76-23211
[AGARD-R-622] p0059 N74-33449 Hingeless interests flight dynamics research projects	SHE high power airboine communications entenne	The MECRA expetimental computer model with automa-
to analyze aerodynamic characteristics of rotary wings [AGARU-AG-197] p0023 N75-10003	p0159 N74-31572 lorrospheric limitations on the angular accuracy of establish	tic reconfiguration p0246 N78-16275
Modern methods of testing identing components of	tracking at VHF or UHF p0164 N76-20303 BATELLITE TRANSMISSION	Design of electronic circuits and component selection
turbomachines (instrumentation) — flow visualization, leser applications, and pressure sensors	Synthesis and distribution of environmental satellite data p0267 N77-16940	for high reliability polls1 N76-24610 BELECTIVE DISSEMINATION OF INFORMATION
[AGARD AG-207] p0176 N75-30471	SC-1 AIRCHAFT	A human biometry data bank p0267 N77-18937
Asrodynamic messurements in cascades p0176 N75-30472	Autostabilization in VYOL stroraft. Results of flight trials with SC 1 p0106 N74-31456	The virtual-system concept of networking bibliographic information systems p0267 N77-18936
Aerodynamic measurements in turbomachines p0176 N75-30473	The flight development of electronic displays for V/STOL approach guidance CL-84 and SC-1 alrersh	BELF EXCITATION
Optical measurements in turbomachinery	p0013 N78-30089	Wave interaction using a pertially reflected probing wave p0158 N74-31840
p0177 N75-30474 Unsteady Now measurements in turbomachinery	Filoting aspects of V/STOL approach guidance CL-84 and SC-1 alreraft p0013 N75-30069	BBLF LUBRICATING MAYERIALS Belf-lubricating polymers p0147 N75-22501
p0177 N78-30478	A comparison of two L-band strotaft antennas for	SEMICONDUCTOR DEVICES Novel devices and techniques ··· microelectronic and
The Impact of helicopter mission spectre on fatigue	aeronautical satellite applications · · · circularly polarited slot	semiconductor devices for avionic computer systems
considering rotor system p0072 N76 30208 ROTOR BLADES (TURBOMACHINERY)	Wind tunnel investigation of control configured vehicle	PO244 N75-16245 Real time computer based systems ··· conference on
Modern methods of testing rotating components of	systems p(071 N75-32100 Brief overview of some Air Force Flight Dynamics	avionic computer technology [AGARD-CF-148] p0245 N76-18257
turbamechines (instrumentation) ··· flow visualization, lase/ applications, and pressure sensors	Laboratory research efforts in seroelasticity and sero- scoustics feasibility analysis of feedback control of flutter	A case for an evaluation and advisory service
[ÂGAND-AG-207] p0176 N78-30471 The nature of flow distortions caused by rotor blade	using scale models of a 8-82 strough p0040 N76-24181	SENSORIMOTON PERFORMANCE
wakes poos? N76-28173	Design and calibration of the 1/10th scale model of the NLR low speed wint tunnel LST 8x6	Mechanisms of vibration effects on airclew perform- ance p0215 N75-27700
The effect of circumferential distortion on fair performance at two levels of blade loading p0098 N75-28184	pO114 N78-25221 Further evidence and thoughts on scale effects at high	SENSORY PERCEPTION
Unsteady sirinads on a cascade of staggered blades lit	subsonic speeds p0118 N76-28284	Medical requirements and examination procedures in relation to the tests of today's allorew. Evaluation of the
subsonic flow p0100 N78-25200 ROTORGRAPT AIRCRAPT	Flight simulation using free-flight laboratory scale models p0121 N76-25288	epecial senses for flying duties [AGARD-CF-1\$2] pQ208 N75-23084
Secondary power systems for advanced rolloidraft [AGARD-AG-206] p0090 N75-22026	Comparison of model and flight test data for an augmen- tur-wing STOL research stroraft p0122 N76-25392	Evaluation of the special amness for flying duties Perceptual shiftles of Landing Signal Offices (LSOs)
NOTORS Studies of engine rotor fragment impact on protective	BIGANNERS Digital scan conversion techniques p0080 N76-17129	pQ210 N75-23093
atructura p0198 N76-19481	Economic scan conversion techniques for integrated	Unear exceleration perception threshold determination with the use of a perallelawing pO210 N75-23097
The improvement of visual sids for approach and landing	avionic systems p0081 N76-17128 BOATTER PROPAGATION	Modelling of systems with a high level of internal
· · · landing side for improved operation under fog condi- tions p0003 N75-21234	Propagation in curved multimode cladded fibres derivation of coupling coefficients for propagation modes	fluctuations ··· motion associated with separated flow p0004 N78-2889#
Digitally generated outside world display of lighting	in optical fibers p025 N78-22058 Volume scattering from ice and water in inhomogeneous	Numerical techniques for the solution of the compressible
pattern used in conjunction with an electat simulator p0125 N76:29303	terrain effects of surface properties on electromagnetic	Navier-Stokes equations and implementation of turbulenua models separated turbulent boundary layer flow pro-
Bhort haul alreaft adaptation to the use of short landing	wavea p0262 N75-22062 Mixed-path considerations for radio-wave propagation in	blems pO177 N75-31387
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fields post first post	forcest environments Messurements of angle of arrival fluctuations of a lassi- beam due to turbulence A multiple scattering correction for lider system BOATTARNING Single scattering particle laser Doppler measurements of turbulence Physical model for strong optical wave fluctuations in pC206 N76-29841 BCATTARNING AMPLITUDE Physical model for strong optical wave fluctuations in pC206 N78-29832 Log-normal probability distribution of strong tradisince fluctuations An asymptotic analysis pC206 N78-29833 SCATTARNING CROSS SECTIONS Polarization discrimination in remote sensing measurements of scattering cross sections based on surface recipines and delectric constant SCATTERNING CROSS SECTIONS Polarization discrimination in remote sensing measurements of scattering cross sections based on surface roughness and delectric constant SCATTERNING CROSS SECTIONS Polarization discrimination in remote sensing measurements of scattering cross sections based on surface roughness and delectric constant SCATTEROMETERS Remote sensing of surface properties based on surface study finess and delectric constant lower SCHEDULING The optimisation of surface properties based on althorne radar scatterometer and pulse radar on television lower The optimisation of surface properties based on althorne radar scatterometer and pulse radar on television flower SCHEDULING The optimisation of traffic flow around a nativork pC058 N75-23009 SCHLIEREN PHOTOGRAPHY Investigation of a V-gotter stabilized flame by Insur- sememorality and schlieren photography pC184 N77-11246 BCIENCE An account of the scentific file of Ludwig Frandti pC032 N74-27457 BCIENTILLATION The influence of frequency and receiver specture on the scintiliation noise power pC180 N76-18208	in subsonic, transcnic, and supersonic flows [AGARD-CP-168] An account of the scientific life of Ludwig Franctit polo32 N78-17031 Turbulent separation in two-dimensional flow pol32 N78-17041 Three dimensional disturbances in restraching separated flows — 0.035 N78-1704. Three dimensional disturbances in restraching separation flows — 0.035 N78-1704. On the calculation of supersonic separating and restracting flows — 0.035 N78-1704. Pol35 N78-1706. Supersonic turbulent separated flows utilizing the pol35 N78-1708 — 10035 N78-1708. A review of separation in steady, three-dimensional flow — 10035 N78-1708. A review of separation in steady, three-dimensional flow — 10035 N78-1708. Chamatographic study of separated flow regions — 0.037 N78-1708. Phenomenological investigations of separated flow using hydrodynamic visualizations — 0.036 N78-1708. Phenomenological investigations of separated flow using hydrodynamic visualizations — 0.038 N78-1708. The many facets of 3D transcents shock induced separation. Pol36 N78-1708 The many facets of 3D transcents shock induced separation. Elementary of visualizations within classical Prandit assumption of vanishing transverse presents godeletts. [AGARD-CP-168-SUPPL] — 0.032 N78-1703. Qualitative and quantitative flow field visualization utilizing lesser-induced fluorescence — 0.035 N77-11237. Fluid Oynamics Penel Symposium on Flow Separation (AGARD-AR-98) — 0.024 N78-1232 MURITAL CONTROL. SEQUENTIAL CONTROL — 0.0245 N78-1232 MURITAL — 0.0245 N78-1232 MURITAL CONTROL — 0.0245 N78-1232 MURITAL CONTROL — 0.0245 N78-1232 MURITAL CONTROL — 0.0245 N78-1232 MURITAL — 0.0245 N78-1232 MURIT
fields post N74-20411 Braking performances poops N74-20414 Measurements of runway vitual range poops N78-21214 Measurements of runway vitual range poops N78-23219 Influence of fabrication parameters on the runture of glass fiber reinforced plastics polipidal policy N78-23219 Measurements of runway vitual range poops for the study of composite materials with organic matrix policy N78-23708 Measurement of angine cases essociated with blade runpolipidal polipidal N78-19482 S EAAS 37 AIRCRAFT Swedish experience on correlations of flight results with ground test predictions — for the EAAB 37 aircraft polipidal N78-19482 BAFETY DEVICES Technical evaluation of the Aerospen Medical Penal Specialists Meeting on Ecape Problems and Manoscurse in Combat Averah polipidal N78-20730 Head clearance envelope for ejection seats during negative G aub x impact acceleration polipidal N78-20730 Escape measures for combat helicopted craws political political political political N78-20780 Escape measures for combat helicopted craws political political N78-20780 Escape measures for combat helicopted craws political political N78-20780 Escape measures for combat helicopted craws political N78-11704 EARTY PACTORS Derivation of safety codes 1 USA esparience political N78-11704 Expert MANAGEMENT Determination of safety codes 2 UK experience political N78-11704 Expert MANAGEMENT Determination of safety codes 1 USA esparience political N78-11704 EARTY MANAGEMENT Determination of safety codes 2 UK experience political N78-11704 Expert M	forcest environments Messurements of angle of arrival fluctuations of a laser beam due to turbulence A multiple scattering correction for lider system DOZGO N76-29840 Bingle scattering particle laser Doppler measurements of turbulence Physical model for strong optical wave fluctuations in DOZGO N76-29831 BCATTERING AMPLITADE Physical model for strong optical wave fluctuations in DOZGO N78-29832 Log-normal probability distribution of strong tradisince fluctuations An asymptotic analysis pOZGO N78-29833 SCATTERING OCCEPTIONS Polarization discrimination in remote sensing measure- ments of scattering cross sections based on surface reciptions and delectric constant DOZTERING ORGES SECTIONS Polarization discrimination in remote sensing measure- ments of scattering cross sections based on surface reciptions and delectric constant DOZTERING ORGES SECTIONS Polarization discrimination remote sensing measure- ments of scattering cross sections based on surface reciptions and delectric constant DOZTERING ORGES SECTIONS POLARIZATION DELECTRICATIONS POLARIZATION CROSS SECTIONS POLARIZATION The optimisation of traffic flow around a nativorial polarization of a V-gotter stabilized flams by Issur reservoirty and schileren photography polarization delectric cross public candidates and technologist polarization delectric cross pola	in subsonic, transcnic, and supersonic flows [AGARD-CP-168] An account of the scientific life of Ludwig Pranctit policy of the scientific life
fields post N74-20411 Braking performances poops N74-20411 Braking performances poops N78-23214 Measurements of rotiway vitual range poops N78-23214 Influence of fabrication parameters on the rupture of glass fiber reinforced plastics points N78-23214 Possible utilisation of electron asan microscope for the study of ampointe materials with organic material points N78-13708 Behavior of angine uses associated with blade ruptures points N78-13482 S SAAG 37 AIRCRAFT Swedish superlance on correlations of hight results with ground test predictions of the EAAB 37 accreting to the points N78-19482 BAFETY DEVICES Technical evaluation of the Anrospene Medical Planet Bloculaists Meating on Escape Problems and Manoeuvres in Combat Averals Devicalists Meating on Escape Problems and Manoeuvres in Combat Averals Devicalists Meating on Escape Problems and Manoeuvres in Combat Averals Devicalists Meating on Escape Problems and Manoeuvres in Combat Averals Devicalists Meating on Escape Problems and Manoeuvres poops N74-20757 An arm restraint system for spectron seats during register of sub-x impact sociention poops N74-20757 An arm restraint system for ejection seats in high performance sizerating the poops N78-12078 Later harreds and tartery in the migratic protection and amerigancy egiess from all transport ascraft [AGARD-LS-9] Derivation of selety codes 2 UK experience points N78-11308 Derivation of selety codes 2 UK experience points N78-11313 Derivation of selety codes 2 UK experience points N78-11314 On EMP safety hazards Derivation of selety codes 2 UK experience points N78-11314 Derivation of selety codes 2 UK experience points N78-11314 Derivation of selety codes 2 UK experience points N78-11314 Derivation of selety codes 2 UK experience points N78-11314 Derivation of selety codes 2 UK experience points N78-11314 Derivation of selety codes 2 UK experience points N78-11314 Derivation of selety codes 2 UK experience points N78-11314 Derivation of selety codes 2 UK experience points N78-11314 Derivation of selety codes	forcest environments Messurements of angle of arrival Nucusations of a lassi- beam due to turbulence A multiple scattering correction for lider system DOZEO N76-29841 SCATTSHING Single scattering particle laser Doppler measurements of turbulence Physicial model for strong optical wave fluctuations of the temperature of turbulence Log-normal publishility distribution of strong praticisms in po205 N76-29832 Log-normal publishility distribution of strong praticisms and culcutations An asymptotic analysis po205 N76-29833 SCATTSHING COOSEFICIENTS Polarisation discrimination in remote sensing measurements of scattering cross sections based on surface reciphese and delectric constant SCATTSHING COOSE SECTIONS Polarisation discrimination in remote sensing measurements of scattering cross sections based on surface reciphese and delectric constant SCATTSHING CROSS SECTIONS Polarisation discrimination in remote sensing measurements of scattering cross sections based on surface reciphese and delectric constant SCATTSHING CROSS SECTIONS Polarisation discrimination in polarism based on surface reciphese and delectric constant SCATTSHING CROSS SECTIONS SCHEDULING The optimisation of surface properties based on surface polarism polar	in subsonic, transcnic, and supersonic flows. [AGARD-CP-168] An account of the scientific life of Ludwig Pranctit policy of the process of the scientific life of Ludwig Pranctit policy of the policy Pranctit policy
fields post N74-20411 Braking performances poops N74-20414 Measurements of runway vitual range poops N78-21214 Measurements of runway vitual range poops N78-23219 Influence of fabrication parameters on the runture of glass fiber reinforced plastics polipidal policy N78-23219 Measurements of runway vitual range poops for the study of composite materials with organic matrix policy N78-23708 Measurement of angine cases essociated with blade runpolipidal polipidal N78-19482 S EAAS 37 AIRCRAFT Swedish experience on correlations of flight results with ground test predictions — for the EAAB 37 aircraft polipidal N78-19482 BAFETY DEVICES Technical evaluation of the Aerospen Medical Penal Specialists Meeting on Ecape Problems and Manoscurse in Combat Averah polipidal N78-20730 Head clearance envelope for ejection seats during negative G aub x impact acceleration polipidal N78-20730 Escape measures for combat helicopted craws political political political political N78-20780 Escape measures for combat helicopted craws political political N78-20780 Escape measures for combat helicopted craws political political N78-20780 Escape measures for combat helicopted craws political N78-11704 EARTY PACTORS Derivation of safety codes 1 USA esparience political N78-11704 Expert MANAGEMENT Determination of safety codes 2 UK experience political N78-11704 Expert MANAGEMENT Determination of safety codes 1 USA esparience political N78-11704 EARTY MANAGEMENT Determination of safety codes 2 UK experience political N78-11704 Expert M	forcest environments Messurements of angle of arrival fluctuations of a laser beam due to turbulence A multiple scattering correction for lider system DOZGO N76-29840 Bingle scattering particle laser Doppler measurements of turbulence Physical model for strong optical wave fluctuations in DOZGO N76-29831 BCATTERING AMPLITADE Physical model for strong optical wave fluctuations in DOZGO N78-29832 Log-normal probability distribution of strong tradisince fluctuations An asymptotic analysis pOZGO N78-29833 SCATTERING OCCEPTIONS Polarization discrimination in remote sensing measure- ments of scattering cross sections based on surface reciptions and delectric constant DOZTERING ORGES SECTIONS Polarization discrimination in remote sensing measure- ments of scattering cross sections based on surface reciptions and delectric constant DOZTERING ORGES SECTIONS Polarization discrimination remote sensing measure- ments of scattering cross sections based on surface reciptions and delectric constant DOZTERING ORGES SECTIONS POLARIZATION DELECTRICATIONS POLARIZATION CROSS SECTIONS POLARIZATION The optimisation of traffic flow around a nativorial polarization of a V-gotter stabilized flams by Issur reservoirty and schileren photography polarization delectric cross public candidates and technologist polarization delectric cross pola	in subsonic, transcnic, and supersonic flows [AGARD-CP-168] An account of the scientific life of Ludwig Franctit polo32 N78-17031 Turbulent separation in two-dimensional flow pol32 N78-17041 Three dimensional disturbances in restraching apparated flows — 0.0035 N78-1704. Three dimensional disturbances in restraching apparated flows — 0.0035 N78-1704. On the calculation of supersonic separating and restracting flows— 0.0035 N78-1704. Pol35 N78-1704. Three disturbances in separated flows utilizing the Navier-Stokes equation — 0.0035 N78-1708. On the calculation of supersonic separated flows utilizing the Navier-Stokes equation in steady. Three-dimensional flow — 0.0035 N78-1708. Clamatographic study of separated flow regions — 0.0037 N78-1708. Clamatographic study of separated flow regions — 0.0037 N78-1708. Clamatographic study of separated flow regions — 0.0036 N78-1708. The many facets of 3D transcens shock induced separation — calculating laminar separation within classical Francti assumption of vanishing transverse pressure godernts. [AGARD-CP-168-SUPPL] — 0.0128 N78-1708. Qualitative and quantitative flow field visualization utilizing laser-induced fluorescence — 0.0183 N77-11237. Fluid Oyusmics Penel Symposium of Flow Separation (AGARD-AR-98) — 0.0120 N78-10240. Resistence operation pol32 N78-11232. The optical wind tunnel test techniques used at AEDC — 0.0124 N78-10240. P. 10248 N78-10232. SEPARATION — 0.0124 N78-10240. Separation during care induced fluorescence — 0.0183 N77-11237. Separation (ACC IV) — 0.0124 N78-10240. Resistence pol48 N78-10240. Separation during communications system the following prolonged separate to 12 Hz. 1 6 g vibration — 0.0248 N78-10243. SERVICES. User requirements. Automated services — 0.0268 N78-1027. SERVICES. — 0.0248 N78-1027. SERVICES. — 0.024

SHELTERS SHELTERS ction to winter survival winter survival shalter p0049 N74-33537 Effects of transient vibrations on human safety and p0213 N75-27691 Crew performance requirements in the vibration environ-ments of surface effect ships p0213 N75-27688 Transionospheric effects on range measurements at VHF for integrated establite ranging system for locating Ship-shore communication at short ranges p0166 N76-20307 putter reA ship tracking system using a Kalman-Bohmidt filter
p0069 N76-24206 SHOCK SIMULATORS Gas turbine transient operating conditions due to an external blast wave impulse p0098 N78-25162 SHOCK TUBES num russes
The Ludwing tube: A proposal for a high Keynolds number insortic wind tunnel p0113 N76-25216
DCK WAVE INTERACTION Lemins and turbulent boundary layer separation at supersonic and hypersonic speeds p0038 N76-17049 An experimental and numerical investigation of shock were littleded turbulent is boundary layer separation at hypersonic speeds p0038 N76-17082 Viscobia interactions with separation personic speeds pools 76-17083
Viscous interactions with separation and transcond flow unditions.

Unsteady shock wave-boundary layer interaction on pools N76-17085
Brock induced flow oscillations
Experiment on transcond shock wave boundary layer interaction.

Prassure rise to separation in cylindrically symmetric hook wave, turbulent boundary layer interaction.

The three ckmensional separation of a turbulent boundary are by a skewed shock wave and its control by the use layer by a skewed shock wave and its control by the use of angential air injection p0038 N76-17089. An exploratory of a three directions a hook wave boundary layer interaction at Mach 3 p0038 N76-17089. The many facets of 30 transmits shock induced separation application of a laser amountment of this investigation of a laser amountment of the investigation of a laser amountment of the investigation of the i ck-wave boundary-layer interactions p0151 N77-11228 SHOCK WAVES

The noise from shock waves in supersonic jets p0257 N74-22553 On the interaction between a shock wave and a vortex and po259 N74-22003 Special topics --- using two integrabilerential equations a shear strees and heat transfer 90019 N78-32003 for ahear street and heat transfer The development of models of shock wave boundary The development of models of snook were level level interaction or using Crocco-Lee theory pool is N75-32004. Shock wave-laminar boundary layer interactions pool is N75-32006.

Shock wave-turbulent boundary layer interaction Shock wave-turbulent boundary layer interactions good in N78-22007
Application of computed shock standerf distances for winditunial calibration at supersonio Mach numbers less than 1.2 ··· using Schleren photography p0020 N77-11980 BUNDARUNE

RELINES Ship-shore communication at short ranges p0166 N76-20319 SHORT HAUL AIRCRAFT

Short haut aircraft adaptation to the use of short landing its p0088 N74-20411 fields finitis
integrated propulsion/energy transfer control systems for
lift fan V/STOL alicraft - reduction of total propulsion
system sixt control system installation requirements
p0087 N74-20418 V/STOL serodynamics A review of the technology p0023 N75-13796

Some low speed sepects of the twin-engine short heal sizeralt VFW 614 p0002 N75-21230 Potential benefits to short-haul transports through use solive controls p0008 N75-30030 SHORT TAKEOFF AIRCRAFT

V/8101 propulsion systems — conference on propulsion system duelign, configuration, and performance for vertical and short skeledif arcraft [AGARD-CP-135]

p0085 N74-20408 Engine cycle selection for commercial STOL sugget ...

effect of entraft requirements and operational characteris-tics on engine parameters p0086 N74-20408 Influence of noise requirements on STOL propulsion system designs --- analysis of accustic properties of short takeoff stroraft p0087-N74-20422

The influence of noise requirements on STOL alterating the design — analysis of acceptable noise levels for nort takeoff stream operating in congested areas

p0088 N74-20423 O-fan propulsion for short haul transports --- application of variable thrust fans for aircraft and engine noise reduction p0098 N74-20424

The development of an integrated propulsion system for jet STOL flight research --- parformance tests of augmentowing powered lift concept pODSS N74-20429 ing powered lift concept
Application of modal control theory to the design of digital potential austrins p0103 N74 31433

Research into powered high lift systems for aircraft with p0023 N76-13797 Wind turnel investigation of three powered lift \$70L p0023 N75-13799 The apenwise lift distribution and trailing vortex wake

n0023 N75-13800 Presentation of earodynamic and accustic results of qualification tests on the ALADIN 2 correspt p0024 N75-13903

ind of an externally blown let flap

Aerodynamics of jet flap and lotsting cylinder flap STOL popular. p0024 N78-13808 Progress report on mechanical Saps p0024 N75-13806 The influence of STOL longitudinal handling qualities on jois opinions p0002 N75-21228 Dilpia Dolniona

Some DHC-8 Twin Otter approach and landing experience a STOL avalem p0003 N78-21238 IN A STOL SYSTEM

Farameter estimation of powered-lift STOL sincate characteristics including turbulence and ground effects p0008 N75-30028

ELANDIS A vertical situation display poos2 N76-17138 Comparison of model and flight test data for an augment-wing STOL research aircraft p0122 N76-25292 tor-wing STOL research erroraft Investigation of the landing approaches for a BTOL siteraft sinu a flight simulator p0124 N78-28280

Eleventh AGARD Annual Meeting p0020 N77-14982 IAD-A0239091 STOL developments p0021 N77-14986 Overview of the Canadian Ministry of Yransport's STOL smonstration p0021 N77-14987

NOT Comparative evaluation of forged Ti-SAI-4V bar made from shot produced by the REP and CSC processes p0141 N77-18172

SHUTDOWNS Turbofen compressor dynamics during afterburner majoris 00098 N76-26183 SIDELOSE REDUCTION

Mader interference reduction techniques p0161 N78-16277

Bideslip in VTOL-trensition flight: A critical flight condition and its prediction in simple wind tunnel tests p0025 N75-13812 MIGNAL ANALYZERS

Signel conditioning -- processing of output of transducers used in Right test instrument systems p0077 N74-28938 SIGNAL DETECTION

NAL DETECTION
Fringe mode fluorescence velocimetry
p0163 N77-11240

SIGNAL ENGODING
Adaptive signal selection for dispersive channels and its practical implications in communications system design p0166 N78-20323 SIGNAL PADING

Mixed-path considerations for radio-wave propagation in rest environments p0284 N75-22079 Radio systems and the ionosphere forest environments

Radio systems and the tonosphere p. 144 N78-20302 Amplitude scintillation observations and systems application. I add statistics in transitionapheric radio communications. I add statistics in transitionapheric radio communication of a modulation system for overcening icrospheric scintillation fading ... in satellite communication p. 1478-20304 p. 147

inks p0184 N78-2020e influence of spread-F on HF radiu systems -- transequel-rust signal fading p0187 N78-20228 Formation and movaments of sonospharic irregularities in the autoral K-region p0187 N76-2030 High resolution reasourements of time delay and angle of arrival over a 911 km HF path p0188 N78-20331

SIGNAL GENERATORS

Display generator instruction set considerations for serospace application p0081 N76-17129 SIGNAL MEAGUREMENT

Signal conditioning — processing of output of transducers used in flight test instrument systems p0077 N74-28938 Dynamic measurement of avionic antennas — by ground radar tracks evaluations p0173 N74-31702 842NAL PROCESSING

IGNAL PROCESSING

Signal conditioning -- processing of output of transducers used in flight test instrument systems p0077 N74-25936 The impact of recently devolved hybrid computing the impact of recently devolved hybrid systems on residence on residence and recently of special purpose pre-processor. When it is not supposed to the processing visit of special purpose valicity in position information -- observit newligation system and reder tracking signals for instrument landing approach guidance.

Comparative analysis of microwave landing systems with recent to their sensitivity to coherent interference.

regard to their sensitivity to coherent interference

Signal analysis of fluido networks p012 N76-18284
Signal analysis of fluido networks p0181 N76-21438
Digital phase processing for low-cost emega receivers p008 N78-32188
Low cost nevigation processing for Loran-C and omega

Low cost nevigation processing for Loran-C and emega pOSG 78-32186
Analysis of the cuput data of a leser Dopolar velocime.

Flow field in the wake of a blunt body by laser Dopolar remonstry

ALL RECEPTION

SIGNAL RECEPTION NAL RECEPTION
The behaviour of Loran C ground waves in mountainous
ream p0284 N76-22076
Warning systems in aircraft considerations for nitraty
sitations p0231 N76-27854

SIGNAL STABILIZATION

. on for dispersive channels and its communications system design ne wetem design p0166 N78-20323

SIGNAL TO NOISE RATIOS

Off-boresight angle estimation with a phase comparison conclude system — for radar tracking artisms p0173 N74-31706

Passive and active atmospheric visi DU207 N76-28664 Frince made fluorescense velocimen

00153 N77-11240 SIGNAL TRANSMISSION

Hation as a form of pO180 N76-16262 BILANES

w propellants for tactical weapons p0144 N77-11190

Some asperiences with the exploitation of measurements of the parturbation field in a wind turnel to improve simulation. Pooreign N77-11974. Theoretical and experimenal simulation methods for external store separation trajectories. p0020 N77-11981 Measurements have been separation trajectories.

ULATORS
Weather hazard simulation in the Moders wind tunnels
µ0117 N76-28244

SKIN (AMATOMY) Wibratese language pD216 N76-27713
The contribution of skin biopey to the detection of vascular senseconce, relationship with carotigrem

#0230 N76-27836

SXIN (STRUCTURAL MEMBER) The application of fracture mechanics in the development of the UC-10 fuselage --- analysis of the degree of demage tolerance of fuselage pressure shell p0193 N74-23428 SKY WAVES

WAVES
Ground-loss profile along a multi-section path of a sky ave p0253 N75-22071 SKYLAS PROGRAM

A summery of Skylab findings of interest to life scientis p0217 N76-29728

Polyrod serials for evionic applications --- effects of additional dielectric slabs on antenna gain µ0170 N74-31877

-Long range air-to-air refuelling. A study of duty and app patroms p0238 N78-12800 sleep patterns BLEEP DEPRIVATION

The operational consequences of sleep deprivation and sleep deficit ... for flight personnel

sleep definit ... for flight personnel (AGAND-AG. 193) p2238 N74-31550 The affects of two streams on traditional and engineering analogues of cognitive functioning ... ounsidering typical and sleep deprivation in pilot parformance evaluation B0240 N76-25793

SLENDER WINES
General criteria for the definition of take-off and landing of an aircraft with nonlimited lift p0001 N75-21222
SLIDING PRICTION

Fretting of alreaft control surfaces p0146 N75-22488 Comment on wear of non-lubricated places in omachines of ren-lubricated please in turomachines pol-48 N78-22483
The influence of fretting bn fatigue pol-48 N78-22483
Thysics and metallurgy of feating pol-48 N78-22483
Surface distrace of copper plloys in centact with steel
duel fretting conditions pol-48 N78-22486
Fretting wear behavior of a polysilonanc bonded solid
bricant
ANTENNAA

BLOT ANTUNNAS Investigation of characteristics and practical implementa-tion of arbitrarily polarized radiators in alot arrays p0174 N74 31707

SLOTTED WIND TUNNELS Now properties of slotted walls for transonic test ictions politic Note 2018 Note 2020
The computation of transonic flows past servicels in solid orous or slotted wind tunnels politic Note 2022
A low-uomection well configuration for airfolt testing politic Note 2023
Accustic fluctuations generated by the ventilated walls fa transonic wind tunnel politic Note 25237 DO118 N78-28230

Actuation fluctuations promises a transonic wind tunnel panels to prevent flow politic N76-28282 political breakdown at low spee Some results from an investigation of the skit flow in a transmic skitled test section wall, prepared commant DO120 N76-20274

SLUBBIES High energy composite double base solid propellants pO144 N77-11189 **BMALLPOX**

The attenuated live smallpox vaccine, strain MYA results of experimental and ulinical studies p0224 N76-14787. The induction of interferon and specific smallpox immuniity by gral immunization with live attenuated pox virus

B0224 N78-14769 SMOKE

Measurement and analysis of smoke and took gases resulting from the combustion of siruralt cabin finishing materials p0046 N76-14071 Some sepects of smake and fume svolution from

D0046 N78-14072 SHOW COVER Snow avalanches p0080 N74-33848

Volume scattering from ice and water in kinomogeneous terrain — uffects of surface properties on electromagnetic waves

SOCIAL PACTORS BCIAL FAUTURE

Standardization of objective medico-psychiatric question naire in the Franch Aritry p0212 N78-24307

SOLAR RADIATION	SPACE PERCEPTION	YF-16 high angle of attack test experience
Radiative transfer in cloudy atmospheres · · · considering solar radiation p0204 N76-28823	Microstrabismus in flying personnel (diagnosis and ritigosition) p0210 N75-23096	p0106 N76-28265 SPIN TESTS
Theoretical studies of the transfer of solar radial on in	SPACE SHUTTLE CREITERS	Compatison of the spin and low incidence autorotation
the atmosphere p0204 N76-29827	Flight test of an automatic approach and landing concept	of the Jaguar strike arroraft p0108 N76-25248
Measurement of atmospheric absorption by utilization	for a simulated space shuttle represented by the NASA	Application of static and dynamic aerodynamic seef-
of an infrared solar radiation receiver p0208 N75 29842	Conveir NBO sircreft pO106 N74-31467 SPACE SMUTTLES	ficients to the methematical correlation of wind tunnel test
SOUD LUBRICANTS	New concepts of visualization for aircraft and space	results on aircraft spins p0107 N70-29252
Fretting wear behavior of a polysitoxane bonded solid	shuttles p0104 N74-31441	Spin investigation of the Hansa Jet p0106 N76-29261
SOLID PROPELLANT IGNITION	SPACE-TIME FUNCTIONS	MPIHAL GORD
The measurement of ignatur heat flux in solid propellant	The time-of-hight laser enemometer p0154 N77 11243	Rapid Right vibration phenomena and spine fractures p0214 N75-27696
rocket motors p0144 N77-11192	BPACE CRAFT COMMUNICATION A linear array of blade antennes as an aircraft antenna	SPINE
Simple determination of the mechanical behavior of	for satellite communication p01/1 N74-31686	Spinal injury after ejection
double base rocket propellants under high loading rates	UHF linear phased arrays for agronautical satellite	[AGARD-AR-72] µ0222 N75 23150
p014B N77-11195	communications p0171 N74-31687	Buivey on medical requirements and examination
SOLID PROPELLANT ROCKET ENGINES Small tolid propellent rockets for field use	A comparison of two L-band stroraft antennas for aeronautical satellite applications circularly polarized stot	procedures for the prevention of traumetic and non-
[AQARD-CP-184] p0144 N77-11185	configurations pO171 N74-31688	Itaumatic occoordingathies due to flying activities p0229 N76-27632
Specifications of the propulsion systems for snti-tank	Circularly polarized L-band planer array for aeronautical	SPOILERS
rockets p0144 N77-11187	setellite use p0171 N74-31689	The aerodynamics of two-dimensional airfolls with
Development of a small solid propellent rooket motor	Employment of nearfield Casasgrain antennas with high efficiency sid low sidelohes, taking the Intelsatiground	spoilers p0024 N78-13808
for flexible range requirements p0144 N77-11186	distings and the German Hallos-telecommend station as	SPREAD F
The measurement of igniter heat flux in solid propellant rocket motors p0144 N77-11182	examples toroidal aperture and subrefrectors for sidelohe	Generation of large scale held-aligned density irregulari- ties in isnospheric heating experiments electromagnetic
Small Solid Propellant Rockets for Field Use	reduction p0172 N74-31696	wave decay p0158 N74-31824
AGARD-CP-184-SUPPL p0128 X77-72037	Bimulation and implementation of a modulation system	influence of spread F on HF radio systems ··· transequet-
SOUD PROPELLANTS	for overcoming tonospheric scintillation fading · · · in satellite commimication p0184 N76-20305	orial signal facing p0167 N76-20326
Determining the shelflife of solid propellents	Channel feding on air mobile satellite communications	STABILITY DERIVATIVES
p0144 N77-11194	links p0164 N76-20306	Methods for sircraft state and parameter identification
SOUD STATE DEVICES	SPACECRAFT CONTROL	[AGARD-CP-172] p0004 N78-39997
Optical waveguide data transmission for avionics	Flight test of an automatic approach and landing concept	Modelling of systems with a high level of internal fluctuations motion associated with separated flow
enalysis of materials, structures, sircuits, and waveguide/ terminal interface p0280 N78-10779	fix a simulated space shuttle represented by the NASA Conveir 990 arerest p0108 N74-31487	pOCO4 N75-28988
Solid State Right Instrument development	SPACECRAFT DEBIGN	identification of nonlinear aerodynamic stability and
p0080 N78-17120	A commutation un antenna systema covering standard	control parameters at high angle of attack
BOUDIFICATION	already and balloons p0171 N74-31686	p0004 N74-29909
The mechanical metallurgy of directionally solidified	Habitability design in Europe's spacelab A status report p0218 N75-29724	Application of a new criterion for modeling systems
composites Strengthaning Fundamentals, tensils, creep, fatigue and toughness properties p0130 N75-11037	SPACECRAFT ENVIRONMENTS	of aircraft stability characteristics p0004 N78-30001
Directionally solidified composite systems under evalus	Current status in serpapase medicine · · · conference on	A Monte Carlo analysis of the effects of instrumentation errors on sircraft parameter identification
lien p0130 N78 11042	hebitability of apaceuraft environments and environmental	p0006 N78-30002
Thermal stability of directionally solidified numposites	(AGAND-CP-184) p0216 N78-28722	Design and evaluation of a symmetric flight test man-
p0131 N75 11043	Habitability design in Europe's spacelab A status	peuvre for the estimation of longitudinal performance and
Oxidation, hot-corrosion and protection of directionally	report p0218 N75-29724	stability and control characteristics p0005 N76-30006
solidified autactic alloys p0131 N78-11044	SPACECRAFT GUIDANCE	Determination of stability derivatives from flight test
Prospect of directionally solidified auteolic superalloys	A design procedure utilizing crossfeeds for counted	results comparison of five analytical techniques poods N75-20007
p0131 N78-11048	multiloop systems PACECRAFT POSITION INDIGATORS	Five identification methods applied to flight test data
Technical evaluation report on AGARO specialists meeting on directionally solidified in-situ composites	Use of precision positioning systems by NATO, volume	stability derivatives, discraft performance
[AGARD-AR-76] p0131 N78-18747	1	p0008 N78-30009
soups	[AGARD-AK-88-VOL-1] p0083 X77-72036	Status of input design for aircraft parameter identifica-
Ges flows with solid particles. Research and development	SPACECRAPT RADIATORS Advanced thermal components for efficient cooling of	tion p0008 N75-30008
in Germany p0182 N77-12384		Input design for aircraft parameter identification. Using
A review of research in the United Kingdom in the field	eviunic systems p0074 N77-18034	time-optimal control formulation p0006 N75-20010
A review of research in the United Kingdom in the field of multiple flows of solids and gases p0162 N77-12385	eviunic systems p0074 N77-18034 SPACELAE Habitability design in Europe's spacelab A status	time-optimal control formulation p0008 N75-20010 Determination of serodynamic derivatives from transient
A review of research in the United Kingdom in the field of multiple flows of solids and gases police N77-12385 Flow of solid particles in gases Activities at the Von Karman Institute for Fluid Dynamics police N77-12385	aviunic systems p0074 N77-18034 #FACELAE Kebitability design in Europe's specials A status report p0216 N78-28724	time-optimal control formulation p0006 N75-20010
A Tevitew of research in the United Kingtion in the field of multiple flows of solids and gases p0182 N77-12385 Flow of solid particles in gases Attivities at the Von Kerman Institute for Fluid Dynamics p0183 N77-12385 SO	evunic systems p0074 N77-18034 EPACELAS Habitability design in Europe's spacelab A status (sport p0718 N78-29724 Advanced thermal components for efficient cooling of	time-optime control formulation p0009 N78-300 10 Determination of serodynamic derivatives from transient resonated in manoauvring flight p0009 N78-300 11 Listermination of aircraft derivatives by automatic parameter adjustment and frequency response methods
A review of research in the United Kingdom in the field of multiple flows of solids and gases 90 182 N77-12385 Flow of solid particles in gases. Activities at the Voi Karman Institute für Fluid Dynamics 90183 N77-12388 SONIC SOOMS Note mechanisms — AGARD conference un propagation	evunic systems p0074 N77-18034 SPACELAE Habitability design in Europe's spacelab A status isport p0216 N75-28724 Advanced thermal components for efficient cooling of atvionic systems p0074 N77-18034	time-optimal control formulation pooce N78-30010 peramination of aerodynamic derivatives from transient responses in manoauving flight p0006 N78-30011 (**etermination of aircraft derivatives by automatic parameter adjustment and frequency response methods p0000 N78-30014
A Tevitew of research in the United Kingtion in the field of multiple flows of solids and gees p0182 N77-12385 Flow of solid perticies in gases. Activities at the Voir Karmen Institute for Fluid Dynamics p0183 N77-12386 SONIC SOOMS. Notes mechanisms AQARD conference on propagation and reduction of jet noise.	swunc systems p0074 N77-18034 EPACELAE Hebitebility design in Europe's spaceleb A status (sport p016 N78-29724 Advanced thermal components for efficient osoling of avionic systems p0074 N77-18034 EPECIPICATIONS A guide to the layout of technical publications	time-uptime control formulation p0009 N78-300 10 Determination of acceptamble derivatives from transient resonates in manoauvring flight p0008 N78-300 11 Listermination of aircraft derivatives by automatic parameter adjustment and frequency response methods p0008 N78-300 14 A comparison and evaluation of two methods of street into
A review of research in the United Kingdom in the field of multiple flows of solids and gases 90 182 N77-12385 Flow of solid particles in gases. Activities at the Voi Karman Institute für Fluid Dynamics 90183 N77-12388 SONIC SOOMS Note mechanisms — AGARD conference un propagation	evumic systems po074 N77-18034 EPACELAS Habitability design in Europe's spacelab A stelus teoori Advanced thermal components for afficient cooling of po074 N77-18034 EPECIFICATIONS A guide to the layout of technical publications p0240 N74-22398	time-optime control formulation p0008 N78-300 10 Determination of serodynamic derivatives from transient responses in manosuvring flight p0008 N78-300 11 Letermination of aircraft derivatives by automatic parameter adjustment and frequency response methods p0008 N78-300 14 A comparison and evaluation of two methods of extracting attaining derivatives from flight test data-out size flexions.
A Tevitew of research in the United Kingtiom in the field of multiple flows of solids and gases p. 28 2 N77-12385 Flow of solid particles in gases. Activities at the Von Karmen Institute for Fluid Dynamics p.0183 N77-12386 SONIC SOCOMS Notes mechanisms AGARD conference on propagation and reduction of jet noise [AdARD.CP-131] p.0256 N74-22640 A deterministic model of sonie boom propagation through a turbulent stimusphere p.0258 N74-22689	swumc systems p0074 N77-18034 EPACELAS Hebitability design in Europe's spaceleb A status p0216 N75-29724 Advanced thermal components for efficient osoling of avionic systems PECIFICATIONS A guide to the layout of technical publications p0283 N74-32398 Specifying the requirements derivation of specification	time-optime control formulation p0008 N78-300 10 Determination of serodynamic derivatives from transient resonated in manosuvring flight p0008 N78-300 11 Listermination of aircraft derivatives by automatic parameter adjustment and frequency response methods p0008 N78-300 14 A comparison and availuation of two methods of extracting stability derivatives from flight test data using Newton Rephan method p0008 N78-300 18 Estimation of the storaft state in non-steady flight
A Tevitew of research in the United Kingtiom in the field of multiple flows of solids and gases p0 18 2 N7-12385. Plow of solid particles in gases. Activities at the Ven Karman Institute for Fluid Dynamics p0183 N77-12385. SONIC SOME More mechanisms AGARD conference on propagation and reduction of jet noise. [AGARD-CP-131] A determination model of sonic boom propagation through a turbulent stroughers. Sonic boom behavior near a causitio pressure signature.	evunic systems po074 N77-18034 EPACELAS Habitability design in Europe's spacelab A status teoori Advanced themal components for efficient cooling of evinoic systems EPECIFICATIONS A guids to the layout of technical publications [AGARO-AC-178] Epacifying the requirements	time-optimal control formulation p0008 N78-300-10 Determination of aerodynamic devisatives from transient responses in maneauviring Right p0008 N78-300-11 Letermination of aircraft derivatives by automatic parameter adjustment and frequency response methods p0008 N78-300 A comparison and evaluation of two methods of particular attaining attaining the control of th
A Tevitew of research in the United Kingtiom in the field of multiple flows of solids and gees p0182 N77-12385 Flow of solid particles in gases Activities at the Voir Kerman Institute for Fluid Dynamics p0183 N77-12386 NNIC SOME Noise mechanisms AQARD conference on propagation and reduction of jet noise [AGARD-CP-131] p0286 N74-22680 A determinable model of sorte boom propagation through a turbulent stimusphere p0288 N74-22688 Sonic boom behavior near a causitio pressure signature of ideal N -shaped conto boom caused by accelerated	swumc systems p0074 N77-18034 EPACELAS Hebitability design in Europe's spaceleb A status p0216 N75-29724 Advanced thermal components for efficient osoling of avionic systems PECIFICATIONS A guide to the layout of technical publications p0283 N74-32398 Specifying the requirements derivation of specification	time-optime control formulation p0009 N78-300 10 Determination of serodynamic derivatives from transient resonated in manosuvring flight p0009 N78-300 11 Listermination of aircraft derivatives by automatic parameter adjustment and frequency response methods p0009 N78-300 14 A comparison and avaluation of two methods of street clining atability derivatives from flight test data — using Newton Rephasin methods of the street state in non-steedy flight — using the Kalman filtering and maximum likelihood estimation techniques
A Tevitive of research in the United Kingtiom in the field of multiple flows of solid and gases D182 N77-12385 Plaw of solid particles in gases Activities at the Von-Karmen Institute for Fluid Dynamics p0183 N77-12385 SONIC SOOMS MARKET SONIC SO	evunic systems EPACELAS Habitability design in Europe's spacelab A stelus report po21s N75-28724 Advanced thermal components for efficient cooling of avonic systems PECIFICATIONS A guida to the layout of technical publications (ACARD-AG-178) Specifying the requirements	time-optimal control formulation p0008 N78-300-10 Determination of aerodynamio devisatives from transient responses in maneauving Right p0008 N78-300-11 Livitarimistion of aircraft derivatives by automatic parameter adjustment and frequency response methods p0008 N78-300 N78-300 A comparison and evaluation of two methods of artisetting stability derivatives from Right test data — using Newton Rephase methods of the sitreatt state in non-steedy Right — using the Kalman hitering and measurum libelinood estimation techniques Determination of stability derivatives from Right test
A review of research in the United Kingtion in the field of multiple flows of solids and gass in 22 N77-12385 Flow of solid particles in gases. Activities at the Von Karmen Institute for Fluid Dynamics p0183 N77-12386 SONIC SOCOMS Notes mechanisms AGARD conference on propagation and reduction of jet noise [AdARD.CP-131] p0266 N74-22640 A determination model of sonic boom propagation through a turbulent stimusphere p0268 N74-22689 Sonic boom behavior near a causitio pressure signature of ideal N-shaped confide boom caused by accelerated projectile influence of meteorological conditions on the position of the ground covered by sonic boomsp0288 N74-22689	avunic systems EPACELAS Habitability design in Europe's spaceleb A status teport Advanced thermal components for efficient oxoling of avonic systems EPECHFICATIONS EPECHFICATIONS Bacching the requirements or po248 N74-32398 Spacetying the requirements or sconic computer system design 2024 N75-18248 Handling qualities specification definiencies EPECH RECOGNITION Vibrates language p0218 N75-27713	time-optime control formulation p0009 N78-300.10 Determination of serodynamic derivatives from transient resonated in manosuvring flight p0009 N78-300.11 Listermination of aircraft derivatives by automatic parameter adjustment and frequency response methods p0009 N78-300.14 A comparison and avaluation of two methods of extracting atability derivatives from flight test data — using Newton Rephan method p0009 N78-300.18 Estimation of the sicraft state in non-steady flight — using the Kalman filtering and maximum likelihood estimation techniques Determination of stability derivatives from flight test results by means of the regression analysis
A Tevitew of research in the United Kingtiom in the field of multiple flows of solids and gees p0182 N77-12385 Flow of solid perticies in gases Activities at the Voir Ammer Institute for Fluid Dynamics p0183 N77-12385 SONIC SOOMS Notes mechanisms AGARD conference on propagation and reduction of jet noise p0256 N74-22640 A determination model of some boom propagation through a subsulent atmosphere p0286 N74-22640 A determination model of some boom propagation through a turbulent atmosphere p0286 N74-22680 Sonic boom behavior near a causitio pressure signature of ideal N-shaped conic boom caused by accelerated projectile influence of mateorological conditions on the position of the ground covered by some boomsp0288 N74-22680 Atmospheric propagation and sonic boom behavior boom behavior boom boomsp0288 N74-22680 Atmospheric propagation and sonic boom boom.	avunic systems ##ACELAE Habitability design in Europe's spacelab A stelus report po216 N75-28724 Advanced thermal components for afficient cooling of avoric systems ###################################	time-optime control formulation p0009 N78-300.10 Datar ministion of acceptamble derivatives from transient resonates in manoauvring flight p0009 N78-300.11 Listermination of aircraft derivatives by automatic parameter adjustment and frequency response methods p0009 N78-300.14 A comparison and evaluation of two methods of streeting stability derivatives from flight test data using Newton Rephacin method p0009 N78-300.18 Salimation of the aircraft state in non-steady flight using the Kalman filtering and maximum; libelihood estimation techniques p0007 N78-300.18 Determination of stability derivatives from flight test results by means of the regression analysis p0007 N78-300.17 Model Structure determination and patemeter identifica-
A review of research in the United Kingtiom in the field of multiple flows of solids and gass p0182 N77-12385 Flow of solid particles in gases Activities at the Voir Karman Institute for Fluid Dynamics p0183 N77-12385 SONIC SOOMS Noise mechanisms AGARD conference on propagation and reduction of jet moise [AGARD-CP-131] p0285 N74-22680 [AGARD-CP-131] A determinatio model of some boom propagation through a turbulent atmosphere p0285 N74-22688 Sonic boom behavior near a causitio pressure signature of ideal N shaped contic boom caused by accelerated projectile p0285 N74-22689 Influence of materiological conditions on the position of the ground covered by some boomsp0285 N74-22680 Atmospheric propagation and some boom p09878-30188	evunic systems EPACISCAS Habitability design in Europe's spacelab A stelus inport Advanced thermal components for efficient rooding of evinic systems PECIFICATIONS A guide to the layout of technical publications (AGARD-AG-178) Specifying the requirements — derivation of specification for syonic computer system design a0244 N78-18248 Handling qualities specification definiencies (AGARD-AR-SS) SPEECH RECOGNITION Vibrates language Addity communication PUD 18 N78-27851 EPELD INDICATORS Fight symbology augmentation of sensor displays	time-optime control formulation p0009 N78-300.10 Determination of serodynamic derivatives from transient resonated in manosuvring flight p0009 N78-300.11 Listermination of aircraft derivatives by automatic parameter adjustment and frequency response methods p0009 N78-300.14 A comparison and availation of two methods of series tracting atability derivatives from flight test data — using Newton Rephasin method p0009 N78-300.18 Estimation of the storaft state in non-steedy flight — using the Kalman filtering and meximum likelihood estimation techniques p0009 N78-300.18 Determination of atability derivatives from flight test results by means of the regression analysis p0007 N78-300.17 Model structure determination and parameter identification for nonlinear serudynamic flight regimes
A Tevitew of research in the United Kingtion in the field of multiple flows of solids and gees p0182 N77-12385. Plew of solid peritoles in gases. Activities at the Voir Karmen Institute for Fluid Dynamics p0183 N77-12388. SONIC SOOMS. Note mechanisms AGARD conference on propagation and reduction of jet noise. [AGARD-CP-131] p0288 N74-22640. A determination model of sonic boom propagation through a turbulent atmosphere p0288 N74-22689. Sonic boom behavior near a causitio pressure signature of ideal N-shaped conic boom caused by accelerated p1928 N74-22689 influence of metacological conditions on the position of the ground covered by sonic boomsp0288 N74-22689 Amospheric propagation and sonic boom.	evunic systems EPACELAS Habitability design in Europe's spacelab A status teport Advanced thermal components for afficient oxoling of avonic systems EPEDIFICATIONS A guida to the Isyout of technical publications [AGARD-AG-178] Specifying the requirements	time-optime control formulation p0009 R78-300.10 Determination of acceptamble derivatives from transient resembles in manoauvring flight p0008 R78-300.11 Listermination of aircraft derivatives by automatic parameter adjustment and frequency response methods p0008 R78-300.14 A comparison and avaluation of twa methods of patients at a substitute of the methods of a street in a stability derivatives from flight test data using Newton Rephasin method of po0008 R78-300.18 Satimation of the aircraft state in non-steady flight using the Raiman fittering and maximum likelihood estimation techniques p0007 R78-300.18 Determination of stability derivatives from flight test results by means of the regression analysis p0007 R78-300.17 Model structure determination and parameter identification for nonlinear serudynamic flight regimes
A Tevitew of research in the United Kingtiom in the field of multiple flows of solid and gases p0 12 N77-12385. Flow of solid particles in gases. Activities at the Von Karman Institute for Fluid Dynamics p0133 N77-12388. SONIC SOCIAL SOLID	evunic systems EPACELASE Habitability design in Europe's spacelab A stellus itenori Advanced thermal components for afficient cooling of p0718 N73-29724 Advanced thermal components for afficient cooling of p074 N77-18034 BPECIFICATIONS A guide to the layout of technical polications p0249 N74-23398 Baselfying the requirements	time-optime control formulation p0009 N78-300.10 Determination of serodynamic derivatives from transient resonated in manosuvring flight p0009 N78-300.11 Listermination of aircraft derivatives by automatic parameter adjustment and frequency response methods p0009 N78-300.14 A comparison and availation of two methods of series tracting atability derivatives from flight test data — using Newton Rephasin method p0009 N78-300.18 Estimation of the storaft state in non-steedy flight — using the Kalman filtering and meximum likelihood estimation techniques p0009 N78-300.18 Determination of atability derivatives from flight test results by means of the regression analysis p0007 N78-300.17 Model structure determination and parameter identification for nonlinear serudynamic flight regimes
A Tevitew of research in the United Kingtiom in the field of multiple flows of solids and gees p0182 N77-12385 Flow of solid particles in gases Activities at the Voir Kerman Institute for Fluid Dynamics p0183 N77-12386 SONIC SOOMS Notes mechanisms AGARD conference on propagation and reduction of jet noise [AGARD-CP-131] p0266 N74-22680 [AGARD-CP-131] p0268 N74-22680 Sonic boom behavior near a causitio pressure signature of ideal N shaped conic boom caused by accelerated projectile influence of mateorological conditions on the position of the ground covered by sonic booms boom boom of the ground covered by sonic booms p0288 N74-22680 Atmospherio propagation and sonic boom continued to the ground covered by sonic boomsp0288 N74-22680 Atmospherio propagation and sonic boom p0098 N78-30188 (Gas turbine transient operating conditions due to a satisma blast wave impulse p0588 N78-25182 SOUND AMPLIFICATION The listes of curvective emplification in jet noise	evunic systems ##ACELAS ##ACELAS Habitability design in Europe's spaceibb A status report po218 N75-29724 Advanced thermal components for afficient cooling of avonic systems ###################################	time-optimal control formulation p0009 N78-300.10 Determination of seroelynamic derivatives from transient resonated in manosuving flight p0009 N78-300.11 Listermination of aircraft derivatives by automatic parameter adjustment and frequency response methods p0009 N78-300.14 A comparison and evaluation of two methods of extrecting stability derivatives from hight test data — using Newton Rephann method. p0009 N78-300.18 Estimation of the siteraft state in non-steady flight—using the Kalman filtering and maximum likelihood estimation techniques. p0007 N78-300.18 Determination of stability derivatives from flight test results by means of the regression analysis p0007 N78-300.18 Model structive determination and pasameter identification for nonlinear seroelynamic flight regimes p0007 N78-300.18 Estimates of the stability derivatives of a helicepiter and a V/8TOL sicretif from flight data p0007 N73-300.28 Rotorcark derivative identification from analytical models.
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A Tevitive of research in the United Kingtiom in the field of multiple flows of solid and pass p 0182 N77-12385 Flow of solid particles in gates Activities at the Von Karman Institute for Fluid Dynamics p 0183 N77-12385 SONIC SOOMS Note mechanisms — AGARD conference on propagation should be continued to the continued of the co	evunic systems EPACELASE Habitability design in Europe's spaceable A status teport Advanced thermal components for efficient cooling of evionic systems EPECIFICATIONS A guide to the layout of technical publications [AGARO-AG-178] po248 N74-23398 Especifying the requirements — derivation of especification for sconic computer system design a 2024 N75-18248 Handling qualities specification deficiencies [AGARO-AR-I83] po271 N76-18146 EPECH RECOGNITION Vibrates language po216 N76-2713 Auditory communication po230 N78-27851 EPEID INDICATORS Flight symbology augmentation of sensor displays po013 N78-230071 EPIN DYNAMICS Effects of atriams design on spin characteristics po107 N76-28256 Effects of static muments from rockets or esymmetric loads on storach spins Po108 N76-28258 Flight test methods for the study of spins process of the study of spins allocation and static muments from the study of spins process of the spin spins of the spin spins process of the spin spins process of the spins process of the spin spins process of the spin spins process of the spins p	time-optimal control formulation p0009 N78-300.15 Determination of according to the control of t
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A Tevitive of research in the United Kingtiom in the field of multiple flows of solid and pass p 0182 N77-12385 Flow of solid particles in gates Activities at the Von Karman Institute for Fluid Dynamics p 0183 N77-12385 SONIC SOOMS Note mechanisms — AGARD conference on propagation should be continued to the continued of the co	evunic systems EPACELASE Habitability design in Europe's spaceable A status teport Advanced thermal components for efficient cooling of evionic systems EPECIFICATIONS A guide to the layout of technical publications [AGARO-AG-178] po248 N74-23398 Especifying the requirements — derivation of especification for sconic computer system design a 2024 N75-18248 Handling qualities specification deficiencies [AGARO-AR-I83] po271 N76-18146 EPECH RECOGNITION Vibrates language po216 N76-2713 Auditory communication po230 N78-27851 EPEID INDICATORS Flight symbology augmentation of sensor displays po013 N78-230071 EPIN DYNAMICS Effects of atriams design on spin characteristics po107 N76-28256 Effects of static muments from rockets or esymmetric loads on storach spins Po108 N76-28258 Flight test methods for the study of spins process of the study of spins allocation and static muments from the study of spins process of the spin spins of the spin spins process of the spin spins process of the spins process of the spin spins process of the spin spins process of the spins p	time-optimal control formulation p0009 N78-300.15 Determination of according to the control of t

Basic concepts in fracture mechanics

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The role of preliminary decign in reducing development, production and operational coats of aircraft systems p008s N74-3148s AGARD-CP-147-VOL-II Force operational test and evaluation (constant improve p0239 N76-25790 STATIC ASSOCIATION CHARACTERISTICS Annication of flight stress simulation techniques for the Application of static and dynamic serodynamic cuelficients to the mathematical correlation of wind tunnel test results on secreti spins p0107 N76-29252 medical evaluation of aircrew personne Citical analyses and laboratory reser Citical analyses and laboratory research with at the stage of aircraft preliminary design of Falure Modes of Composite Systematics making on Falure Modes of Composite Materials with Organic Matrices and Their Consequences BO229 N76-27826 The hald srtillery his direction center se a laboratory and field stress-performance. Model 1. Position paper 2. Progress towards on experimental model. STATIC LOADS APPLICATION OF STREET GROUPS TO STATE AND STREET GROUPS AND STREET p0229 N76-27829 (AGAND-CP-163) Stress and strength energies of reinforced pleate with oles Consequences on design pol 22 N78-23708 Design of composite structure with respect to evoid crest repagation plants of failure modes in the design of composite STRESS AMALYSIS /RESS ANALYSIS
Suit-up sheet structures procedures for predicting orack propagation and stress intensity factors poliss N74-23426 Effects of static moments from rockets skets or asymmetric p0108 N76 29259 loads on aircraft spins influence of jet parameters. Nozzie thrust and discharge efficients. p0179 N78-18368 propagation p0132 N78-23700 consideration of failure modes in the design of composite p0133 N78-23710 but near the design and composite p0133 N78-23710 but near the design section of trecture and creak propagation p0200 N77-178-27 ratioTruRAL DEBIGN CRITTERIA The use of frecture mechanics principles in the design and analysis of demage tolerand arraft structure p0132 N78-23417. The effect of active control systems on structural design criteria. Compositional design p0102 N78-23862 compositional design p0102 N78-23862 Built-up sheet structures, wings ... procedures for skulating residual strength of allflored and unstiffened coefficients STATIC STABILITY Experimental evaluation of limb flail initiation and ejection as atability pO216 N78-32725 DO183 N74-23427 Heavy sections ··· methods for predicting residual STATISTICAL AMALYSIS atrangth of thick atructures under plane strain up TATISTICAL AMACYON

Ejection experience from VTOL military sixoraft

statistical analysis of ejections from Harrier sixoraft

p0044 N74-20784 DOISS N74-23429 Service failures and laboratory tests -- analysis of structural failures due to embritiement and manufacturing p0194 N74-23432 Army autorotational accidents ... enelysis of factors BOO48 N74-20771 Stress and strength analysis of reinforced plastic with policy po intributing to helicopter accidents.

Micesurement of atmospheric attentions. uation at 6328 a p0206 N76-29836 Camputerised preliminary design at the corty stages of vehicle definition of the Bosing 2707-300 Supersonic transport. Part 2 Design impact of handling qualities Optical methods for testing composite meterials --- stress analysis and fracture mechanics p0133 N78-23707 Decrease of contrast in the stroophere Statistical presentation of the results of daytime and night-lime measurements p0207 N76-28655 Resistion of the role played by the street energies office in the design of a prolotype p0071 N78-17094 Transport Far a Course Impact or moving quantities in the control system correspond and encolastic effects on stability and control goods N74-31488 Froject weight prediction based on advanced statistical methods STATISTICAL DISTRIBUTIONS Calculation of stress and strain distribution at strikeal sations, taking into account pleasinity and proop p0197 N78-16494 flying personnel STEADY FLOW whode angineering methods in alteraft preliminary pose N74-32428 Quasi-equilibrium method for study of relaxed for Utilization of human centrifuge for training military pilots the execution of protective sizaining maneuvers p0221 N77-11851 Quest-equilibrium method for pitudy of released flow policy Nrts-20169 Unsteady contributions to steady radial equilibrium flow equations

The relationship between steady and unsteady special distortion --- in turbocompressor intake flow pools Nrts-28187 design
Structural optimization
[AGARD-L8-70] p0196 N78-12367
Use of optimality criteria methods for large scale p0196 N78-12368 riesian STREES CORROWON Stress corrosion of aluminum elloys p0138 N78-17229

STRESS CORROSION CRACKING
Manuel on felique of structures Volume 2 Causes and prevention of structural damage. Chapter 6 Freiting, corrosion damage in aluminium alloys (AOARD-MAN'S-VOL-2) p0136 N76-17228 p0186 N75-12386
Borne soprosination concept for structural synthesis
[NABA-CR-140837] c0186 N73-12388
The use of geometric programming methods for structural
withinization Through-flow calculation procedures for application to high speed large turbines p0041 N77-12020 STEAM TURBINES ntimitation polyse structural polyse N75-12360 Sking of complex structure by the integration of several florent nutimal design significant. 97-381 TTRELS

Service failures and isboratory tests --- analysis of
structural failures due to embrittlement and manufacturing
defects

Fracture toughness test results -- tabulation of mechanual properties for titanium alloys, and
steals Stress optrosion of eluminum alloys p0136 N76-17229 11.0730 A discretized program for the optimal design of complex structures polls? N78-12362 Specialists Meeting on Structural Chedign Technology aerodynamic and stress considerations in alteralt structural A discretized program for the optimal d TRESS CYCLES

Correlation of occurrance of sirciafi accidents with biorhythmic citiosity and cycle phase p0234 N27-17720 STREAS MEASUREMENT
Some practical considerations (or performance lealing in exotic environments pO238 N7d-28786 Fretting wear of steel in lubricating citi design [AGARD-CP-184] [AGAND-CP-184]
The significance of various menagement and technical techniques on aircraft structural design pop 71 N78-17083 H0071 N74-17082 p0147 N78-22503 TRUCTURAL ANALYSIS

Figotive mechanics of strotaft structures ... proceedings
of conference on structural characteristics of strotaft STEREOSCOPY p0071 N74-17083
The structural design process for helicopters with amphasis on the rotor p0072 N74-17085
The problems essociated with international design teams and their solutions — considering streats structures—p0072 N74-17086
The use of computers to define military structs structures—p0072 N74-17086
Weight control and the influence of manufacturing on structural design. components [AGARD-AG 178] STERSOTELEVISION n0102 N74,23413 **LECTELE VISION** Terrain following using stereo television pDOS3 N77-18056 Fracture regimes --- analysis of linear elastic fracture mechanics at various temperatures p0192 N74-23416 Basic concepts in fracture mechanics — application of nundestructive tests for analyzing structural reliability pO182 N74-23418 STOCHASTIC PROCESSES Optimal control of atpohastic systems with unspecified mination times p0104 N74-31438 termination times — po 104 N74-31438 STORES LAW (FLUID MECHANICS) (Local measurement) p0192 N74-23414
The Kuhn-Hardrath method --- procedure for determining residual strength of construction member with demaged Weight control and the influence of menufacturing on structural design p0072 1478-17100 Design of afractures in composite majorials black data and interdisciplinary action) — for use in aircraft atruc-Local measurement and proportional density of gaseous flow by Raman anti-Stokes cohelent scattering p0153 N77-11235 erea Environmental effects in fracture -- application of linear STORAGE STABILITY
Determining the shelflife of solid propellants eleatic fracture mechanics to predict and i eleaste fracture mechanica to present and interpret virtual mental circking policy pol ind interpret environ-p0163 N74-23422 ACLARD-N-639 n0133 N76-19235 Composite meterials design from a materials and design perspective -- for sircraft structures policy Nr. 19237. Wind tunnel design and testing techniques (AOARD-CP-174) policy Nr. 22213. p0144 N77-11194 STRAIN GAGES Strain gauge measurements on aircraft, volume 7 (AGARU AG-180-VOL-7) p0199 N76-2 p0199 N76-28680 (AQARD-CP-174) p0113 N76-28213 Low speet furnels with tandem lest sections A custribution to some design problems p0113 N76-28220 Design and cell-instead of the 1/10th scale mudel of the NLR low speed wind turned LST sea Strain gauge measurements on sircraft introduction 00199 N76-25581 Physical background --- of strain gauges p0199 N76-25592 relutes to determine corrective measures polls3 N74-23430
A short survey on possibilities of fatigue life assessment of aircraft situatures based on rendom or programmed fatigue tests polls4 N74-23433 p0114 N76-25221 High-performance sampact wind turinal design p0114 N78-28-22 The measurement of the resistance changes of strain polley N76-25503 gauges Error estimation for strain gauges with metallic measuring ids p0199 N76-28584 retigue teats
Experimental techniques for determining fracture toughness values — applied to different specimen shapes and weld strength tests

PO194 N74-23438 The rationale and design features for the 40 by 80/80 120 foot wind turnel p0114 N78-25223 / 120 foot wind tunner
Wall corrections for transcence three-dimensional flow in
police wind tunnels police N76-28229 nost values ... pures no weld strength tests ... PUTS not fractive mechanics ... Nondestructive testing (NOT) and fractive mechanics assessment of integrity of sicraft components and structure of the strength of the streng p0199 N78-25586 Types of strain paupes Application of strain gauges to static and dynamic short and long term measurements under normal conditions p0189 N78-25586 cannot be barational Design and operation of a low-speed gust tunnel p0117 N78-25243 po 194 N74-23437

Detection and determination of few size by acoustic emission · · · characteristics of acoustic emission instrumentation systems

po 194 N74-23438 Strain gauges for special applicationp0199 N78-28587 Design and penetruetion of the sight jet flutter mudel p0117 N76-25249 STRAPDOWN INERTIAL GUIDANCE
Developmental misson lebert Use of strain gauges under extreme environmental tation systems
Structural optimization
[AGARD-LR 70] p0196 N75-12257
Use of uptimality criteris methods for large scale p0196 N75-12356 Helicopter design mission load spectra [AGAND-CF-208] *********************** Developmental inicion isboratory test rosults ... using strapdown inertial guidance and electrostatic gyroscopes p0014 N78-30076 Helicopter design mission lead spectra p0075 N76-30210 flight spectre survey p0073 N78-30211 The use of geometric programming meth-US Air Force Helicopter operational program. Past and present STRESS (PHYSIOLOGY) The use of geometric programming member for structures pointization politic programming politic programming politics Structural response to impact damage -- shoreft colimitation Effects of long duration noise exposure on hearing and health -- proceedings on stress (physiology) of flight craws expused to arciath noise [AGARD-CP-171] p0225 N76-17786 US Navy helicopter operational flight tht spectrum survey p0073 N76-30212 AGARD-R-633]
Design for inspection and planning for minimenance of structural integrity polise N76-154651
Calculation of strees and strain distribution at critical Critique and summery of the specialists meeting on Seet concept for ercreft electronic equipment p0074 N77 18035 The effects of ear protectors un some automatic rauponses aircraft and impulsive noise · · · stress (physiology) p0226 N76-17794 locations, taking into account plasticity and cree pO197 N76-18494 Structural integrity requirements for projectile Impact image, an overview STRUCTURAL ENGINEERING Application of flight stress annuration medical evaluation of sircrew personnel p0229 N76-27828 Application of flight stress simulation techniques for the Structural optimization [AGARD-LE-70] Birustural mage an overview policy of impact damage on wings policy N76-19473 DO198 N75-12357 A discretized program for the optimal design of complex ructures p0197 N75-12392

Structural effects of engine burst non un

DO198 N78-18480

The field antillary fire direction center as a laboratory and field attess-performance. Model 1 Position paper 2 Prograss towards an experimental model µ0228 N76-27829

Improved displacement corrections for bulky models and SURFACE FINISHING Design of structures in composite materials (basic data New possibilities affered by surface treatment in contrast to contact corruption p0147 N75-22499 with pround simulation in subsonic wind tuni n0118 N78-28236 tures (AGAND R-639) Further evidence and thoughts on scale effects at high subsonic speeds. Application of static and dynamic seriodynamic con-ficients to the mathematical correlation of wind tunnel test results on strong spins. p0133 N76 19235 Cabin finishing materials in civil passenger atterate pools N75-14068 New design (echniques for brittle meterials p0143 N77-16188 Measurement and analysis of smoke and toxic gases resulting from the combustion of siroral patrol institute materials pc046 N76-14071 STOUCTURAL PAILURS units on suresh spins
ERHIGH PREQUENCIES
SHF high power surbume communications entenns
p0198 N74-31872 Specialists meeting on fretting in arcreft systems [AGARD-CP-161] p0146 N75-2 materials
SURFACE NAVIGATION
A ship tracking system using a Kalman-Schmidt litter
p0058 N76-24206 STRUCTURAL MEMBERS Fracture regimes analysis of linear stastic fracture mechanics at various temperatures p0192 N74 23416 Problems of aniennes operating in the telemetric 6 band u0169 N74-31673 SUBSECS SECONDITIES regum portes in a porte in a D0002 N75-21224 Braking performances The use of fracture mechanics principles in the this principles Remute setting of surface properties — based on reporte rader scatterometer and pulse rader on television wer p0281 N75-22.059 and analysis of damage tolerant ancraft structures posses N74 23417 system for inicrowave antennas SUPERSONIC AIRCRAFT Crack propagation laws - development and application of fatigue crack growth equations p0192 N74-23421 Heavy sections - methods for predicting residual strength of thick structures under plane stain conditions p0193 N74-23429 Production of supersonic aircreft serodynamic characteris-is p0064_N74-26450 Effect of various material properties on the adhesive stage feature p0147 N78-22500 a supersonic fighter poos 1 N75-23589 An air intake control system for Supersonic AIRFOLLS
The uneleady serodynamic response of an airfelt casuade to a time-variant supersonic inlet flow held p0099 N76-28198 URFACE ROUGHNESS EFFECTS Polarization discrimination in remote sensing ··· measure-ments of treattering cross sections based on surface roughness and delectric constant p0252 N78-22080 imation concepts for structural synthesis p0196 N78-12388 Bome approximati [NASA-CR-140937] roughness and delectric constant p0232 N76-22080
The second order Duppler specimum of radar assected for frequencies above VHF p0282 N78-22081
Volume sustreing from its and water in inhimmegeneous terrain --- effects of surface properties on second-suppler weves p0282 N78-22082 p0282 N78-22082 pressure of second poeting poet A discretized program for the optimal design of complex ruotures p0197 N78-12362 SUPERSONIC COMBUSTION Theoretical energies of nonequilibrium hydrogen at reactions between turbulent supersonic coexial streams p0148 N78 30361 Standards of acceptance by non-destructive inspection for raw materials and components --- suframe MO188 N76-18482 Supersonic mixing and combustion YTE IBALISH JANUTOURTS Dupersonic mixing and combustion in paralies injection flow fields
policially property processing the processing processing the processing processing the processing An averview of US 'simy halicupter structures raliability in maintainability Propagation over passive and active noruniform surface pozas N78-22088 Proceeding of a toran pulse over trageler, inhomogeneous ground pozak N78-22078 Prediction and calculation of trenamission loss in different types of terrain pozak N78-22078 influence of topugraphy and almospheric refreshort in UHF ground-air communications pozak N78-22080 SUBPACE WAVES p0064 N74-16682 Melability of the detection of flaws and of the determina-on of flew size Distributions of sound source migrative in subsonic and supersonic jets p0258 N74-22646 The rigide from shock waves in supersonic jets STRUCTURAL STABILITY The Kuhn-Hardrath method --- procedure for determining residuel strength of construction member with damaged area p0192 N74-21420 The rigise from shock waves in supersonic jets p0287 N74-22603 Numerical methods for predicting subsonic transonic and Teaching strength and the control of PAGE WAYES
Analysis of ground wave propagation over magular homogeneous terrain p0283 N78-22070 supersonic flow [AGARDOGRAPH-187] superAnce flow

[AGARDOGRAPH-187]

An experimental investigation of the component drag
composition of a two-dimensional inlet at transmic and
supersonic speeds

p0027 N78-23489 SUMPACES. Wind tunnel test tenhniquie for the measurement of unsteady atrioads on pscullating lifting systems and full-spair models , p0040 N76-24160 Finite difference solutions for supprese ws p0033 N78-17007 Separation bubble produced by a shallow depression in models SURGES The prediction of the behaviour of exial compressors near surge ... three dimensional flow and rotating stall p0100 N76-28200 a wall under larginal supersonic flow p0033 N76-17038 Service failures and laboratory tests - analysis of structural failures due to embrittlement and manufacturing defects p0194 N74-23432 SURVEILANCE RADAR
Overview of UE air traffic control system
p0003 N75-32082 Three dimensional boundary layer separation Three dimensional boundary level separation in superiori development from p0037 NF4-17082 Cinematographic study of separated flow regions p0037 NF4-17088 supersonic methods p0038 NF4-23167 Some approximation concepts for structural symhetic [NASA-CR-140937] LO196 N78-12359 Application of Markov chain theory to the modeling of IFF/SBM systems p0.182 N/2-16278 integration algorithm in a digital display state for alticular systems (systems acres) that the systems of pinnery radars for six tes STRUCTURAL STRAIN
The impact of helicupter mission spectra on latigue considering rator system p0072 N/6-30209 Applications of the laser coups p0181 N77-1122a beging and supersonic flows p0181 N77-1122a Laser velocitiesty applied to transcrite and supersonic p0181 N77-11224 Applications of the laser Doppler velocimater to measure beging and supersonin flows p0161 N77-11223 SYMUCTURAL VIRRATION irrent structural vibration problems associated with p0259 N74-22668 Busersonic vélocity end turbulence messuraments using potest systematics potest aerodynamius a Fabry-Perot Interferometer policy of the property of photon correlation application to supersonic flows policy of the photon correlation application to supersonic flows policy of the photon Vibration diagnostics in halicopter power trains pooes N78-31096 on anemometry for ETRUCTURAL WEIGHT
Weight control and the influence of manufacturing on structural design p0072 N76-17100
SUBSONIC ARRORAFT theids pount in the advanced input surface treffic phicel sensor. The CORALL surveillance system for suport unways poss N78-23212 me CORALL surveillance system for suport runways poss N78-23213 On the enalysis of supersonic flow past oscillating SUPERSONIC INLETS ISONIC ARRORAPY
Nacelle-arrighms -Augustion model testing for nacelle mulation and measurement accuracy pol 1 8 N76 - 28238 Experience in pradicting subsonic average characteristics my world tunnel enalysis pol 12 N76 - 28248 Analysis of the comparison between flight tests results UPERBORIU IPOLE - w
The unbleady serodynamic response of an Sirfoli Cascero
to a time-variant supersonic inlet flow field
p0009 N76-25190 SURVIVAL URVIVAL
Introduction to winter survival ---- winter survival shetter
engineeting p0049 N74 33537
Immersion hypothermis ---- aurivival end insettment of cid
deter violatine po040 N74 33443
Aircraw survival frelining in the United Kingdom and
nothern Norway ---- for Airctio regions p0080 N74 33544
URVIVAL EQUIPMENT
Cold. Publishers ---- transporter and auritival SUPERSONIC NOZZLES Effect of alternal conditions on the functioning of a dual flow supersoniu nuzzle — designing propulator system of mittery sicraft pOCC7 N75-23481 SUPERSONIC SPEEDS — impulsive sources of seriodynamic sound. Oral script and wind tuniel tests predictions for substractions for substractions from policies and properties and properti p0123 N76 25303 UBBONIC FLOW
Experimental evaluation of fluctuating density and indicted noise from a high-temperature jet p0286 N74-22844 UNIVIVAL EQUIPMENT

Cold Physiology, protection and survivel
p0239 M78-10708

[AGAND-AG-184]

Madical sepects of operating on the notifiem flank of
March Cold Physiology (1998)

March Co or the introductory review fecture alteralt noise at supersome speeds p0358 N74-22443 Engine condition problems in supersonic flight including sirrigid deteroration p0068 N75-31108 Unitstady pressures due to control sur Distributions of sound source intensities in subscribe superioring jets p. 2264 V74-22646
Numerical mythods for predicting subspirito, franconio and Appletions flow

[AGARDOGRAPH-187]

[AGARDOGRAPH-18 SWED! Swedish experience on correlations of Kight results with ground test pre-fections - - for the SAAS 37 arcraft p0123 N76-25298 experiment | DO040 N78-34140 |
|AQARD-R-847| | DO040 N78-34140 |
|VOR Karman vortex streets in the wakes of subsonic and transcence caecades --- Row visualization by actilieren p0098 N78-25198 SWEET WINGS Three dimensional separation of an incompressible turbulent boundary layer on an white swept wing po037 N76-17092 photography

SUPERSONIC WIND TUNNELS

Application of computed shock atendon distances for windfunnel calibration at supersonic Mach numbers less than 12 - using Schiteren photography

p0020 N77-11980 wing-tiols combination in subtonic flow p0031 N78 28018 ONERA Experimental study of 15 deg Stendard ACARD nozals in subsonic and transport flow p0178 N78-18388 Subsonic methods of the subsonic and transport flow p028 N78-23168 Von Karman vortex streets in the wakes of subsonic and transport caseades ... Now visualization by software photography Unsteady ericade on a pascade of stagered bledes in subsonic flow p0160 N78-20100 Applications of the laser Doppler velocimeter to measure subsonic and supersonic flows p0151 N77 11223 Ventricular pathology in awine at high statemed + G sub Effect of sustained +0 sub z poceleration on cardiac output and fractionation of cardiac output in sevale ministrus swine pocelerations of poceleration of poc BUPPLYING Future fuels for [AGARD-AR-B3] fuels for evietion SYMBOLS p0144 N76-19298 Standardization of the principal electromagnetic sym SUPPRESSORS [AGAHD-R-874-REV-1] SYNCHRONDUS SATELUTES DO188 N74-20888 Wind tunnel test of a flutter suppressor on a straigh subsonic and supersonic flows
SUBSONIC SPEED 00071 N76-32102 Transionospheria effects on range measurements at VHF ... for integrated satellite ranging system for loosting ships p0184 N78-20307 Improved design of interference suppressors and measur-ament of attanuation characteristics p0163 N76-16290 An investigation of different techniques for unstead pressure measurements III compressible flow and compertion with Inting surface theory
[AGARD-R-617] p0176 N74-18926 SURFACE GRACKS
Surface dys penetrants - - procedure to inspection of surface cracks p01 Syntactic methods for the prescription of processes B0245 N75-18269

p0176 N74-18928

Aircish lift and drag prediction and measurement p0084 N74-28488
Appraisal of wir.g serodynamic design Nethods for subsonic high speed p0085 N74-28481
The subsonic base drag of cylindrical twin-jet and single-jet afterbodies p0026 N78-23488
SUBSONIC WIND TUNNELS
The rationale and design features for the 40 by 80/80 by 120 foot wind tunnel

reraft lift and drag prediction and n

Systems elimitation. A global approach to alrerew workload --- computerized systems analysis priza N76-12868 AVATUM PAILURES Simulation techniques and methods used for the atudy and adjustment of the automatic landing system on the Concurde supersonic transport sturett p0124 N78-29293

SYSTEM SPECTIVE NUSS

e for nondestructive p0184 N74-23438

surface defects and p0138 N76-17227

Magnetic periods testing -- nondestructive inspection of surface cracks in ferrilic materials p0194 N74-23440

Flaw detection by mauns of holographic interferometry comparison of theoretical and experimental results of indestructive terts p0185 N74-23441

BURFACE DEFECTS

Outline of the gauses of failure - - brittleness in aluminum alloys

1-65

SYSTEMS ANALYSIS	TAIL ASSEMBLIES	On the use of quantitative data in information science
Matrological characteristics of a measuring channel fundamental characteristics of flight test stationalistics	Subsonto base and buatted drag, an analytical ap- proach p0027 N75 23492	p0270 N76-25105 The gatekeeper hypothesis and the international transfer
system µ00,77 N74-26936 Calibration - characteristics and application of calibra	Autive control of empennage flutter p0070 N75 32099	of scientific knowledge p0271 N76-28113 Applying the user/system interface analysis results to
ting procedures for flight test matriments	TAKEOFF Take off and landing seminar on aircraft guidance	optimize information transfer p0271 N76-28114 TECHNOLOGY UTILIZATION
On board recording characteristics and application of	control, stability, and slight characteristics during approach and landing and takeoff	How to obtain information in different fields of science
Hight test data processing equipment p0078 R74 25942 Data processing—functional analysis of data processing	[AGAHD-CP 150] p0001 N75-21219	and technology A user's guide [AGAND-LB-69] p0263 N74-27467
systems used with flight test instrument systems	High lift aerodynamics Trends, trades, and options pocol N75 21220	Present knowledge domain of scientists and technologists
p0078 N74 25945 A design procedure utilizing crossfeeds for complete	General criteria for the definition of take off and landing of an august with nonlimited lift p0001 N75-21222	effective use of data resources p02#3 N74-27458 Review of characteristic leser properties
militioop systems p0103 N74 31435 Secondary power systems for advanced intercraft	of an ancreft with nonlimited lift p0001 N75-21222 Tradeoff parameters of elternative takeoff and landing	p0185 N75 16929 Optical communication in free space
[AGARD AG 208] p0090 N78-22326	anis p0002 N75 21225	p0186 N76 16831
Principles of air traffic control p0050 N75 32048 BYSTEMS COMPATIBILITY	Modern means of trajectography p0004 N75-21241 TARGET ACQUISITION	Advanced manufacturing hiethods and their economic implications. Some pilot papers on powder metallurgy and
General EMC specification or systems oriented EMC specifications p0160 N76-16270	Principle and realization of seronsulical laser systems - characteristics and applications of laser systems for	[GINING AGARD-R-627] p0187 N75-22748
SYSTEMS ENGINEERING	military purposas p0260 N75-10762	Powder metallurgy production processus
Flight control system development in the UK p0104 N24-31439	Air to-air visual target acquisition p0210 N75-23094 Detection and location of sheltered and dispersed aircraft	p0187 N75-22750 A review of selected manufacturing technology programs
Use of optimality criteria methods for large scale systems p0196 N78-12388	Volume 1 Executive summary Volume 2 Appendixes	for metals joining p0187 N78-22761 Processing of depersion hardened materials
AGAND highlights, March 1974	[AR59] p0272 X75-70672 Development of a system for ecoring simulated bumbing	p0187 N78-22762
[AGARD-HIGHLIGHTS-74/1] p0001 N78-14710 Specifying the requirements derivation of specification	runa p0127 N76-29312 WASI Weapon aiming training steulator installation	Production of superalloys from powders p0187 N75-22753
for avionic computer system design p0244 N78-16246 The leser gyro p0188 N78-16639	p0127 NYA-29313	Titanium powder metaliurgy p0187 N78-22754 Work on the delocation of heat resistant nickel based
National and international networks of libraries, documen-	Tiribulence effects on target illumination by laser trans- mitter. Unified analysis and experimental verification.	alloys p0187 N75-22768
tation and information cantres {AGAND-CP-158} p0264 N75-23372	pO205 N76-29674 in-Hight evaluation of hand-held optically stabilized target	Aerospace fluidics applications and circuit manufacture p0161 N76-21446
Date banks and networks for engineering design purposes p0264 N75-23376	acquisition devices p0242 N77-12717	Development needs ··· in flow control p0182 N78-31447
User requirements Automated services	Application of unmanned stresh	The voice of the user. His information reads and
p0265 N78-23382 Evolution of turboreactry control systems	(AGAND-M-78) pD076 X77-72040 TARGET RECOGNITION	requirements (which are not what the information specialists think they are) p0271 N76-25112
p0091 N78-23865 The use of digital gontrol for complex power plant	Trajectography Tracking pQ188 N78-16838	Strain gauges for apecial applicationp0199 N75-25587 Laboratory employment in serospace medicine
management p0092 N76-23696	Air combat maneuvering range p0112 N76-23300 The influence of the atmosphere between helicopters and	p0228 N78-27821
Automatic Inapection, Diagnostic And Prognostic System (AIDAPS) An automatic maintenance tool for helicop-	ground-targets on the downward and upward visibility p0208 N75-29889	The conception of low cost navigation systems. Art or soler/se? p0089 N76-32151
ters p0094 N76-31088 Tauhnical diagnosis A systems approach	Matrix element display devices and their application to	The application of ring laser gyro technology to low-cost inertial navigation p0061 N76-32162
p0094 N75-31069	aliborne waapon systems p0083 N77-18088 TARGETS	Corresion theory and practice p0137 N74-33334
Design considerations for an active suppression system for righter wing/store flutter p0070 N75-32097	An integrated target control system p0111 N76-23298 TABK COMPLEXITY	Applications: Alphanumeric p0288 N77-10981 Military rocket stroraft. Inherent constraints and their
Design problems related to radio communication with an integrated airborne system p0162 N76-18286	A flight simulator study of missile control performance	uses p014-4 N77-11188 Canadian research and development policies
failures affecting refrability of aylunic systems	as a function of unnourrent workload · · · task complexity effects µ0237 N75-12592	p0021 N77-14865
Case history of some high reliability designs for evicate	TAXING Sepondary radar for ground increment control	International data communications Prospects and problems p0267 N77-16935
systems p0191 N76-24512 Status of methods for strutaft state and parameter	p0056 N76-23211	Summary of the discussions an structural design technology composite structures and crack propagation
Identification p0121 N76-25282	A guide to the levout of technical publications	[AGAMD-AM-98] p0200 N77-17827
		TELEUOMMUNICATION
Hotor Systems Research Ancraft (RSHA) p0121 N76-25286	[AUARD-AG-178] p0263 N74-32399	A prossed-slot beit erray entenna for satalista application
p0121 N76-25286 Medium Accuracy Low Cost Navigation	AGAND Index of publications, 1971 - 1973 p0264 N75-17227	A crossed-slot beit erray entenns for satellite application unsidering satellite telemetry system
p0121 N76-25286 Medium Accuracy Low Cost Navigation [AGARD-CP-176] 10059 N76-32146 Highlights of key obstacted since considered fundamental	AGAND Index of publications, 1971 1973 p0264 N76-17227 The use of microfiches for scientific and technical reports Considerations for the small user	A crossed-slot beit erray entenns for satellite application ponsidering satellite islemetry system pol 170 N74-31682 Data sequisition and communication function sylonics
Medium Accuracy Low Cost Nevigetium [AGARD-CP-176] m0059 N76-32148 highlights of key distracteristics considered fundamental to any nevigetion system that might be introduced into	AGARD index of publications, 1971 1973 DOSA NZB-17227 This use of microfiches for scientific and technical reports Considerations for the small user [AGARD AG-198] p0264 NZB-17229	A crossed-slot beit array entenne for satellite application uponsidering satellite telemetry system p0170 N74-31682 Data acquisition and communication function ··· aviorics computers p0243 N78-18238
Medium Accuracy Low Cost Nevigetion [AGARD: CP-176] n0059 N76-32148 [AGARD: CP-176] n0059 N76-32148 https://doi.org/10.0009/10.0009 N76-32149 to any navigation system that might be introduced into British Army shorast pools N76-32149 A survey of low cost self-contained havigation systems	AGARD index of publications, 1971 - 1973 DOZEA N78-17227 The use of microfiches for scientific and technical reports Considerations for the small user [AGARD AGA-198] AGARD bulletin Technical program, 1977 AGARD SULL-17-2.3 DOC 18 N78-23130	A crossed-slot bett erray entenne for satellite application
Medium Accuracy Low Cost Nevigetion (AGARD-CP-176) 10009 N76-32148 Highlights of key obstactements considered fundamental to any navigation system that might be introduced into British Army shorast post of contented navigation systems and their accuracies poosy N76-32149 11 1000 N76-32169 N76-32160 N76-32	AGARD Index of publications, 1971 1973 The use of microfiches for scientific and technical reports Considerations for the small user [AGARD AGAG-198] p0264 N78-17229 AGARD bulletin Technical program, 1977 [AGARD SULT-7-2] p0016 N76-33130 TECHNOLOGICAL FORECASTING	A crossed-slot best erray entenne for satisfite application ponsidering satellite telemetry system p0.170 N74-3.1882 Data acquisition and communication function avionica computers p0.243 N78-18238 Traffic modelling of military communication systems on
Medium Accuracy Low Cost Nevigetion [AGARD-CP-176] #0059 N76-32148 Highlights of key distancement considered fundamental to any navigation system that might be introduced into British Army shorest #0059 N76-32149 A survey of low cost self-contained nevigation systems and their accuracies #0059 N76-32150 The conception of low cost nevigation systems An or sciences*	AGARD index of publications, 1971 1973 The use of microfiches for scientific and technical reports Considerations for the small user [AGARD AG-198] p0264 N78-17229 AGARD bullation Technical program, 1977 [AGARD-8ULL-78-2] p0016 N78-33130 TECHNOLOGICAL FORECASTING Advancements in future lighter alterals p0066 N74-31483	A crossed-slot bett erray entenne for satellite application or promitiering satellite telemetry system p0170 N74-31682 Data acquisition and communication function ··· avidence p0243 N78-16238 Traffic modelling of military communication systems on cligital computers International networking Information retrieval require- ments p0245 N78-16237 The TYMNET network p0265 N78-23380
Medium Accuracy Low Cost Nevigetion [AGARD-CP-176] mo059 N76-32148 highlights of key obstances into considered fundamental to any navigation system that might be initioused into British Army shorast poof poof navigation systems and their accuracies poof navigation systems and their accuracies poof navigation systems and obstance poof navigation of low cost navigation systems and obstance poof navigation and poof navigation are poof navigation systems. An or steners poof navigation systems are poof navigation systems and poof navigation systems poof navigation systems.	AGARD Index of publications, 1971 - 1973 The use of incrediches for scientific and technical reports Considerations for the small user [AGARD AG-188] p0284 N78-17229 AGARD bullatin Technical program, 1977 [AGARD 5ULL-78-2] p0018 N78-23130 TECHNOLOGICAL FORECASTING Advancements in Juture Tighter atricish p0068 N74-31483 Flans and Davelopments for Air Trailin Systems [AGARD.CP-188] p0053 N78-23191	A crossed-slot bett erray entenne for satellite application ponsidering satellite leiemeity system p0.170 N74-3.1862 Date acquisition and communication function aviorite computers p0.243 N78-16238 Traffic modelling of military communication systems on objetal computers p0.248 N78-16287 International networking Information retrieval requirements p0.255 N78-23378
Medium Accuracy Low Cost Nevigetion [AGARD-CP-176] moDSS N76-32148 [AGARD-CP-176] moDSS N76-32148 Initially the second se	AGARD index of publications, 1971 - 1973 DOZEA N78-17227 This use of incredictes for scientific and technical reports Considerations for the small user [AGARD AG-198] AGARD Sulletin Technical program, 1977 AGARD SULL-78-2] POOT 1876-23130 TECHNOLOGICAL FORECASTING Advancements in Juture Tighter atternh DOGES N74-31483 Plans and Developments for All Trailin Systems [AGARD.CP-188] Future air traffic control systems. a preliminary study Poots N78-23239	A crossed-slot bett erray entenne for satellite application or promisering satellite telementy system p0170 N74-31682 Data acquisition and enomenolation function avidence p0243 N78-18238 Traffic modelling of military communication systems on digital computers p0248 N78-18287 International networking Information retrieval requirements p0265 N78-23370 The TYMNET network p0268 N78-23380 Definitions and fundamentals of electromagnetic notes, interference, and competibility p0189 N78-15257 Atmospheric disobarges and notal land communications
Medium Accuracy Low Cost Navigation [AGARD-CP-176] 10059 N76-212168 Highlights of key characteristics considered fundamental to any navigation system that might be introduced into any navigation system that might be possible N78-32149 A survey of low cost self-contained navigation systems and their accuracies possible N78-32160 The conception of low cost navigation systems. An or science? Meditum accuracy low cost navigation systems for heliopters. Some navigational concepts for rentityly picted visitors.	AGARD Index of publications, 1971 - 1973 The use of interdiches for sensitive and technical reports Considerations for the small user [AGARD-AG-198] AGARD bulletin Technical program, 1977 AGARD SULL-76-2 TEGHNOLOGICAL FOREGASTING Advancements in future lighter attrait Plans and Developments for All Tariffs Systems [AGARD-CP-188] Future art traffic control systems. a pollutionary study pOGF N76-23223 National Delegates Soard Mealing Technical presents	A crossed-slot bett erray entenne for satellite application or promitiering satellite leismeity system p0170 N74-31682 Data acquisition and communication function or avidence p0243 N78-16238 Traffic modelling of military communication systems on cligital computers p0248 N78-16237 International networking Information retrieval require- ments p0265 N78-23378 The TYMNET network p0265 N78-23380 Definitions and fundamentals of electromagnetic noise, cinterference, and competibility p0158 N78-16287 Atmospheric discharges and noise land communications systems interference reduction) p0189 N78-16287 Analysis of the noise and its influence on communication
Medium Accuracy Low Cost Nevigetion [AGARD-CP-176] 10059 N76-32148 Highlights of key characteristics considered fundamental to any navigetion system that might be introduced into sitists Anny storast 0058 N78-32149 A survey of low cost self-contained navigation systems and their accuracies of the conception of low cost navigation systems. An or science? po059 N78-32180 Medium accuracy low cost navigation systems on helicopters. po059 N78-32181 Some inavigational concepts for remotely piloted value- tes. po059 N78-32183 Micro-navigator (MICRON) po050 N78-32182 Inespensive system of multiple baseon localization for helicopters.	AGARD Index of publications, 1971 - 1973 The use of interdiches for sensitive and technical reports Considerations for the small user po284 N78-17229 [AGARD-AG-198] po284 N78-17229 AGARD bulletin Technical program, 1977 [AGARD-BULL-76-2] po016 N76-33130 TE GRINOLOGICAL FORECASTING Advancements in future lighter attrait po068 N74-31483 Flans and Developments for Air Tailin Systems [AGARD-CP-188] po068 N76-23191 Future are Italific control systems, a preliminary study po067 N76-23223 National Delegates Soard Meating Technical presentations on scientific and technological inacesting [ISBN 92-835-0170-7948	A crossed-slot bett erray entenne for satellite application micro possibility selection of the policy of the poli
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Medium Accursor Low Cost Nevigetion [AGARD-CP-176] nO059 N76-32145 Highlights of key obstactorisities considered fundamental to any navigetion system that might be introduced fundamental to any navigetion system that might be introduced fundamental to any navigetion system to DO58 N76-32149 A survey of low cost self-contented navigation systems and their accurations and their accurations of the conception of low cost navigation systems. Art or poose N76-32150 The conception of low cost navigation systems are not poose N76-32163 Medium accuration low cost navigation systems for helicopters. Some navigational concepts for remotely piloted value- ties. poose N76-32163 Micro-navigator (MICRON) poose N76-32163 Micro-navigator (MICRON) poose N76-32163 System approach to practical navigation. Electric generation and onboard nativors in modern poose N76-32174 Electric generation and onboard nativors in modern poose Systems MANAGEMENT The Perham-citiaser lottural March 1974 (AGARD HIGHLIGHTS 74/2) T-28 ARCRAFT Low power approach - relationship of approach and landing speeds to lift/tiray ratio. TABLES (IGAT4)	AGARD Index of publications, 1971 - 1973 The use of interdiches for sensitive and technical reports Considerations for the small user DOZEA N78-17229 DOZEA N78-17229 DOZEA N78-17229 AGARD builstin Technical program, 1977 AGARD builstin Technical program, 1977 AGARD builstin Technical program, 1977 AGARD builstin Technical program DOI to N76-33130 TECHNOLOGICAL FORECASTING Advancements in fluture lighter attrating publishers DOIST N76-23191 DOIST N76-23191 DOIST N76-23191 DOIST N76-23192 DOIST N76-23194 DOIST N76-23	A crossed-slot bett array entenne for satellite application on positive gatellite telemetry system p0170 N74-31682 p0170 N74-31682 p0170 N74-31682 p018-3 N78-16238 Traffic modelling of military communication systems an oligital computers p0248 N78-16238 p0248 N78-16238 p0248 N78-16238 p0256 N78-23378 p0256 N78-23378 p0256 N78-23378 p0256 N78-23378 p0256 N78-23379 p0256 N78-23379 p0256 N78-23379 p0256 N78-23380 p0566 N78-23380 p0566 N78-16282 p0566 N78-20380
Medium Accuracy Low Cost Nevigetion [AGARD-CP-176] nO059 N76-32145 Highlights of key obstactorisities considered fundamental to any navigetion system that might be introduced fundamental to any navigetion system that might be introduced fundamental to any navigetion system to DO58 N76-32149 A survey of low cost self-contented navigation systems and their accuracions for accuracion for contented available of the conception of low cost navigation systems and their accuracions poose N76-32160 The conception of low cost navigation systems and their accuracions poose N76-32163 Mathum accuracy low cost navigation systems and their accuracy low cost navigation systems poose N76-32163 Some navigational concepts for remotely piloted value- ties poose navigational concepts for remotely piloted value- poose N76-32163 Micro-navigator (MICRON) poose N76-32163 Micro-navigator (MICRON) poose N76-32163 System approach to practical navigation for helicopters System approach to practical navigation poose N76-32174 Electric generation and onboard nativorist in modern applicates Systems MANAGEMENT The Perfusion-Classer Institution March 1974 [AGARD HIGHLIGHTS 74/2] poool N76-14711 T-28 AIRCRAFT Low power approach - relationship of approach and landing specific to lift/ring ratio TABLES [CBAT4) Basic data thermodynamic properties/thermophysical properties - metal onders	AGARD Index of publications, 1971 - 1973 The use of interdiches for sensitive and technical reports Considerations for the small user DOZEA N78-17229 DOZEA N78-17229 DOZEA N78-17229 AGARD bulletin Technical program, 1977 AGARD bulletin Technical program DOZEA N78-33130 TECHNICAL PORTION DOZEA N78-33130 TECHNICAL PORTION DOZEA N78-33130 Plans and Developments for AIT Tailin Systems (AGARD CP-188) DOZEA N78-23191 DOZEA N78-23191 DOZEA N78-23191 DOZEA N78-23192 DOZEA N78-23193 DOZEA	A crossed-slot bett array entenns for satellite application on positive gatellite telemetry system p0170 N74-31882. Date acquisition and communication function avioritic computers. Traffic modelling of military communication systems on olystal computers p0248 N78-16237. International networking Information retrieval requirements. Date of the positive systems on p0248 N78-16287. The TYMNET network p0288 N78-23379. D0288 N78-23389. Datenitions and fundamentals of electromagnetic notes interference, and compatibility p0189 N78-16282. Atmospheric discharges and noise land communication systems interference reduction) p0189 N78-16282. On the evaluation of nen-made electromagnetic noise interfering with communications in the E L F rags. 1628 N78-16282. On the evaluation of nen-made electromagnetic noise interfering with communications in the E L F rags. 1628 N78-16282. Channel estimation techniques for HF communications in low-level pide times on low-level pide times on p0189 N78-20318. In-provements to HF FSK data transmission p0180 N78-20318. In-provements to HF FSK data transmission p0180 N78-20322. Adaptive signal selection for dispersive channels and its practical implications in communications systems design p0180 N78-20323. Advancements in Retrieval Technology as Related to information Systems.
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Medium Accuracy Low Cost Navigation [AGARD-CP-176] , 0009 N76-32148 Highlights of key characteristics considered fundamental to any navigation system that might be introduced into any navigation system that might be introduced into any navigation system that might be possible of the conception of low cost self-contained navigation systems and their securacies possible of the conception of low cost navigation systems. Act or science? Meditum accuracy low cost navigation systems for possible of the conception of low cost navigation systems. Act or science? Meditum accuracy low cost navigation systems. Act or possible or possible navigation systems. Act or possible navigation systems. Act or possible navigation systems for possible navigation systems. In possible navigation systems (IRCRON) possible navigation. Possib	AGARD Index of publications, 1971 - 1973 The use of inverdiches for sensitive and technical reports Considerations for the small user [AGARD-AG-198] AGARD builletin Technical program, 1977 [AGARD-SULL-78-2] Pions and Davelopments for Air Traifin Systems [AGARD-CP-188] Pions and Davelopments for Air Traifin Systems [AGARD-CP-188] Future air traific control systems, a preliminary study pions on scendific and technicol systems, a preliminary study pions on scendific and technicol systems, a preliminary study pions of the study of the systems of the systems [ISBN 92-835-017-0] Pions on scendific and technicological bracesting [ISBN 92-835-017-0] Pions of the system of the system of the systems pions of the system of the system of the systems pions of the system of t	A crossed-slot bett erray entenne for satellite application on positiving satellite telemetry system p0170 N74-31682 p0170 N74-31682 p0170 N74-31682 p0170 N74-31682 p0180 N74-16238 p0248 N78-16238 potential positivity potential po
Medium Accursor Low Cost Nevigetion [AGARD-CP-176]	AGARD Index of publications, 1971 - 1973 The use of microfiches for sensitive and technical reports Considerations for the small user [AGARD AGI-198] AGARD bulletin Technical program, 1977 (AGARD-3011-78-2) AGARD SULL-78-2) AGARD SULL-78-2) AGARD SULL-78-2) Plans and Developments for All Traifin Systems [AGARD-CP-188] Puture are traifin control systems. a pelleminary study po087 N78-23123 National Delegates Board Mealting (ISBN 92-835-017-0-0) TECHNOLOGY ASSESSMENT Fluids sensors A survey PU180 N78-271431 The effect of geometric and fluid parameters on static performance of well-attachment-type fluid amplifiers Entry of the Company of th	A crossed-slot bett erray entenne for satellite application on positiving satellite telemetry system p0170 N74-31682 p0170 N74-31682 p0170 N74-31682 p0170 N74-31682 p0180 N78-16238 p0248 N78-16238 p0250 N78-23379 p0268 N78-23379 p0268 N78-23379 p0268 N78-23380 p0260 N78-23380 p0260 N78-16287 p0180 N78-20318 p0180 N78
Medium Accursor Low Cost Navigation [AGARD-ICP-176] IOOSS N76-32148 Highlights of key obstancements considered fundamental to any navigation system that might be introduced fundamental to any navigation system that might be introduced fundamental to any navigation system that might be introduced fundamental to any navigation system that might be introduced fundamental to any navigation system to MOSS N76-32149 A survey of low cost self-contained navigation systems and their accuracies pools N76-32163 The conception of low cost navigation systems. Art or helicopters Addition accuracy low cost navigation systems for helicopters Some navigational concepts for renotely piloted value- ties Micro-navigator (MICRON) pools N76-32183 Micro-navigator (MICRON) pools N77-32184 Inexpensive system of mittiple beacon localization for nelecopters System approach to practical navigation goods N78-32183 System approach to practical navigation goods N78-32183 EVETEMS MANAGEMENT To Parkins-Classer features Wareh (AGARD HIGHLIGHTS 74/2) Fasc (ata — thermodynamic properties / thermodynamic properties - metal onders properties - metal onder	AGARD Index of publications, 1971 - 1973 The use of interdiches for sensitified and technical reports Considerations for the small user [AGARD-AG-198] AGARD bulletin Technical program, 1977 [AGARD-BULL-78-2] POOIS N78-33130 TECHNOLOGICAL FORECASTING Advancements in future lighter attents [AGARD-CF-188] Plans and Developments for Air Trailing Systems [AGARD-CF-188] Plans are Intelline control systems. a preliminary study pOOS N78-23123 National Delegates Soard Meating Tectorized presenta- tions on secrentific and technological harcesting [IBBN 92-835-0170-0] POOS N78-23220 Technology Assessment [ABRO-STATE STATE	A crossed-slot bett array entenns for satellite application on positiving satellite leterative years p0.70 N74-31682. Data acquisition and communication function avioritic computers p0.243 N78-16238. Traffic modelling of military communication systems on digital computers p0.248 N78-16287. International networking Information retrieval requirements p0.265 N78-23379. The TYMNET nytwork p0.268 N78-23379. Definitions and fundamentals of electromagnetic noise, interference, and competibility p0.189 N78-16287. Atmospharic disobategas and noise clark conductions systems interference reduction) p0.189 N78-16288. Analysis of the noise and its influence on communications in the E L. F. rags. On the avoluation of man-made electromagnetic noise interfering with communications in the E L. F. rags. Channel estimation techniques for HF communications in the E L. F. rags. Insportment to MF FSK data (transmission low-isvel pilot tones p0.168 N78-20318 insportments in Retrieval Technology as Related to information Bystems [AGARD-CF-207] p0.268 N77-16930. TELEGONPERSONING TELEGRAPH SYSTEMS Fassibility study of a HF antenna with elliptical polatization used for triegraphic transmission with very high speed.
Medium Accursor Low Cost Navigation [AGARD-ICP-176] IOOSS N76-32145 Highlights of key obstantensities considered fundamental to any navigation system that might be introduced into my navigation system that might be introduced into my navigation systems that might be possible to any navigation systems to my possible that my stream possible that my stream possible that my possibl	AGARD Index of publications, 1971 - 1973 The use of microfiches for senentific and technical reports Considerations for the simili user [AGARD-AG-198] AGARD bulletin Technical program, 1977 [AGARD-BULL-78-2] POD 18 N78-33130 TECHNOLOGICAL FORECASTING Advancements in future lighter attrait Advancements in future lighter attrait [AGARD-CF-188] Plans and Developments for Air Tailin Systems [AGARD-CF-188] Plans and Developments for Air Tailin Systems [AGARD-CF-188] Plans and Developments for Air Tailin Systems [AGARD-CF-188] Puture are Institute outricity systems. a preliminary study pODS N78-23191 Future are Institute outricity systems. a preliminary study pODS N78-23223 National Delegates Goard Meeting Technical presenta- tions on scientific and technological harcesting [IBBN 92-835-0170-0] POD N78-21431 The effect of geometric and fluid parameters on static performance of well-attachment-type fluid amplifiers performance of well-attachment-type fluid simplifiers proposed air traffic management system study pODS N78-23220 Advanced air traffic management yellom study pODS N78-23224 Aromatical stellite system (AERIOSAT) pODS N78-23224 Aromatical stellite system (AERIOSAT) pODS N78-23224 USAF avistor classes HUU-4/P planting and presentations on scientific and technological forcessing [IBSN-92-838-0170-0] pDO21 N77-1988 National Delegates Board Meeting pod21 N77-1988 Base life support technology for a modeler integrated pd21 N78-28723	A crossed-slot bett array entenns for satellite application on positiveing satellite telement years p0.70 N74-31682. Data acquisition and communication function avioritic computers p0.243 N78-16238. Traffic modelling of military communication systems on digital computers p0.248 N78-16287. International networking Information retrieval requirements p0.265 N78-23379. The TYMRET nytwork p0.268 N78-23379. The TYMRET nytwork p0.268 N78-23389. Definitions and fundamentals of electromagnetic noise, interference, and competibility p0.159 N78-16287. Atmospharic disobategas and noise clad communications in the EL Fragility p0.159 N78-16288. Analysis of the noise and its influence on communications in the EL Fragility p0.159 N78-16289. On the avoluation of naturated electromagnetic noise interfering with communications in the EL Fragility p0.159 N78-16289. Channel estimation techniques for HF communications in the EL Fragility p0.158 N78-20318. Insprovements to MF FSK data (transmission p0.166 N78-20318 insprovements to MF FSK data (transmission p0.166 N78-20322 Adaptive signal selection for departive channits and its practical implications in communications where design p0.166 N78-20322. Advancements in Retrieval Technology as Related to Information Systems [AGARD-CF-207] p0.266 N77-16930. TELEGRAPH SYSTEMS Fassibility study of a MF antenna with elliptical polatization used for telegraphic transmission with very high speed.
Medium Accuracy Low Cost Navigation [AGARD-CP-176] nO059 N76-32145 Highlights of key obstactorisities considered fundamental to any navigation system that might be introduced fundamental to any navigation system that might be introduced fundamental to any navigation system that might be introduced fundamental to any navigation system to DO59 N76-32149 A survey of low cost self-contained navigation systems and their accuracies The conception of low cost navigation systems and to science? Meditum accuracy low cost navigation systems and to poop N76-32160 Micro-navigation for concepts for remotely piloted value- ties Some navigational concepts for remotely piloted value- ties Micro-navigator (MICRON) Indepensive system of miditule beacon localization for nelecopters System approach to practical navigation System approach to practical navigation Electric generation and onboard networks in modern applaces System sproach to practical navigation T T-28 AIRCRAFT Low power approach and electric navigations Systems MANAGEMENT The Prefuse Classer isotural March 1974 (AGARD HIGHLIGHTS 74/2) Basic data thermodynamic properties/thermophytical properties metal cardies Presentation of calculated data and compensation of calculated data and compensation with experiments Presentation of calculated data and compensation with experiments Presentation of calculated data and compensation of calculated data and compensation with experiments Presentation of calculated data and compensation of calculated data and compensation of calculated data and compensation with experiments Presentation of calculated data and compensation and policy N75-17028 Preferon of a properties and policy N75-17028 Preferon of a properties and policy N75-17028 Preferon of a properties and policy N75-17028 Preferon of polic	AGARD Index of publications, 1971 - 1973 The use of microfiches for senentific and technical reports Considerations for the similar use of microfiches for senentific and technical reports Considerations for the similar use of microfiches for senentific and technical reports (AGARD-AG-198] AGARD Bullatin Technical program, 1977 [AGARD-BULL-78-2] PECHNOLOGICAL FORECASTING Advencements in future lighter alterative pools N78-23191 Plans and Developments for Air Trailing Systems [AGARD-CF-188] Plans are traffic control systems. a preliminary study pools N78-23191 Plands are traffic control systems. a preliminary study pools N78-23223 The effect of geometric and fluid parameters on static performance of well-attachment-type fluid amplification performance of well-attachment-type fluid simplifiers Alternational state of the management system study pools N78-23222 Adversoad air traffic management system study pools N78-23222 Aeronautical statelitie system (AERIOSAT) Director's annual report to the North Allantic Military and present state of development (DC41 N77-12712 Director's annual report to the North Allantic Military (DC41 N77-12712 Director's annual report to the North Allantic Military (DC41 N77-12712 Director's annual report to the North Allantic Military (DC41 N77-12712 Director's annual report to the North Allantic Military (DC41 N77-12712 Director's annual report to the North Allantic Military (DC41 N77-12712 Director's annual report to the North Allantic Military (DC41 N77-12712 Director's annual report to the North Allantic Military (DC41 N77-12712 Director's annual report to the North Allantic Military (DC41 N77-12712 Director's annual report to the North Allantic Military (DC41 N77-12712 Director's annual report to the North Allantic Military (DC41 N77-12712 Director's annual report to the Nor	A crossed-slot bett array entenns for satellite application micro possibility selection for satellite application possibility selection for selection for satellite application possibility and communication retrieval requirements possibility for selection selection selection selection for selection
Medium Accursor Low Cost Nevigetion [AGARD-CP-176] nO059 N76-32145 Highlights of key obstantenents considered fundamental to any navigation system that might be introduced fundamental to any navigation system that might be introduced fundamental to any navigation system that might be introduced fundamental to any navigation system that might be introduced fundamental to any navigation system to MO59 N76-32149 A survey of low cost self-contained navigation systems and their accuracies The conception of low cost navigation systems. Art or science? pO059 N76-32161 Medium accursory low dost navigation systems for helicopters po059 N76-32163 Some navigational concept for remotely piotest value tos. Micro-navigator (MICRON) pO059 N76-32163 Micro-navigator (MICRON) pO059 N76-32163 Micro-navigator (MICRON) pO059 N76-32163 System approach to practical navigation pO059 N76-32163 System approach to practical navigation pO059 N76-32163 System approach to practical navigation pO059 N76-32161 To T-28 AIRCRAFT Low power approach relationality of approach and tanding speers to inflyting ratio pooffers intell nations po079 N76-1145 Preface to figures and tables properties intell nations po079 N76-1145 Preface to figures and tables po079 N76-1145 Preface to figures and tables po079 N76-1145 Preface to figures and tables po079 N76-1246 New resido navigation and po0712 N76-11991 New resido navigation and po072 N76-11991 New resido navigation and po0080 N76-32771 Facan	AGARD Index of publications, 1971 - 1973 The use of microfiches for sensitive and technical reports Considerations for the small user [AGARD-AG-198] AGARD bulletin Technical program, 1977 AGARD-SULT-76-21 AGARD bulletin Technical program, 1977 AGARD-SULT-76-21 AGARD AGARD AGARD SULT-76-21 AGARD SULT-76-21 AGARD SULT-76-21 AGARD SULT-76-21 AGARD SULT-76-21 AGARD SULT-76-21 AGARD AGA	A crossed-slot bett array entenns for satellite spillostom micro possibility selection for satellite spillostom micro possibility selection for satellite spillostom Data sequisition and communication function avioritic computers po243 N78-16238 Traffic modelling of military communication systems on cigital computers po248 N78-16287 International networking Information retrieval require- ments po268 N78-23379 The TYMNET network po268 N78-23379 The TYMNET network po268 N78-23389 Definitions and fundamentals of electromagnetic noise interference, and competibility po189 N78-16287 Atmospheric disobateges and noise land communication systems interference reduction) po189 N78-16282 Analysis of the noise and its influence on communication systems interference reduction) po189 N78-16282 On the evaluation of near-made electromagnetic noise mirefering with communications in the E L F rags po168 N78-16282 Channel estimation techniques for HF communications in low-level pilot cores no 168 N78-20318 Real-time HF channel estimation by plase measurements in low-level pilot cores po168 N78-20312 Adaptive signal selection for dispersive channels and its practical implications in communications system design po168 N78-20322 Adaptive signal selection for dispersive channels and its practical implications in communications system design po168 N78-20328 TELEGORPHE NOTEMS TELEGORPHE NOTEMS Passibility study of a HF entenna with elliptical polatiza- tion used for telegraphic transmission with very high speed TELEGORPH SYSTEMS Resibility study of a HF entenna with elliptical polatiza- tion used for telegraphic transmission with very high speed TELEGORPH SYSTEMS Resibility study of a HF entenna with elliptical polatiza- tion used for telegraphic transmission with very high speed TELEGORPH SYSTEMS Resibility study of a HF entenna with elliptical polatiza- tion used for telegraphic transmission with very high speed TELEGORPH SYSTEMS TELEGORPH SYSTEMS TELEGORPH SYSTEMS TELEGORPH SYSTEMS TELEGORPH SYSTEMS TE
Medium Accuracy Low Cost Navigation [AGARD-CP-176] , 0009 N76-32148 Highlights of key characteristics considered fundamental to any navigation system that might be introduced into any navigation system that might be introduced into site of the control of the cost of the control of the cost of the content of the cost of the cost of the content of the cost	AGARD Index of publications, 1971 - 1973 The use of microfiches for sensitive and technical reports Considerations for the small user [AGARD-AG-198] AGARD bulletin Technical program, 1977 AGARD SULL-78-22 AGARD SULL-78-22 AGARD SULL-78-22 Adam and Developments for Air Tariffs Systems [AGARD-CP-188] Plans and Developments for Air Tariffs Systems [AGARD-CP-188] Future are traffic control systems. a pelletiniary study po057 N78-23129 National Delegates Soard Mealting [IBBN 92-835-017-0.0] PCCHNOLOGY ABBRESMENT [Fidic sensors A survey PD180 N78-21431 The effect of geometric and fluid parameters on static parturmancs of well-attrachment-type fluid amplifact po057 N78-23220 Advanced air traffic management system study po057 N78-23222 Advanced air traffic management system study po058 N78-23222 Aromautical satellite system (AEROSAT) The evolution of test ranges and the changing requira- ments they serve, an overview USAF avistor classes HRU-4/P Istate of development USAF Processor PO057 N78-23224 USAF Avistor classes HRU-4/P Istate of development po051 N78-23234 USAF Avistor classes HRU-4/P Istate of development po052 N77-17986 National Delegates Board Meeting [CP41 N77-17918 Po052 N75-2324 USAF Avistor classes HRU-4/P Istate of development po061 N78-2324 USAF Avistor classes PO071 N78-23284 USAF Avistor classes PO071 N78-28089	A crossed-slot bett array entenne for satellite application micromolical patellite leterative yetem Date acquisition and communication function avioritic computers Traffic modelling of military communication systems on digital computers International networking Information retrieval require- ments Definitions and lundamentals of electromagnetic noise, interference, and competibility Definitions and lundamentals of electromagnetic noise, interference, and competibility Almospheric disoberges and noise land communications systems interference reduction) Diss N76-16287 Analysis of the noise and its influence on communication systems On the evaluation of man-made electromagnetic noise interfering with communications in the E. F. Frago Channel estimation techniques for IFF communications in 188 N78-20318 Real-time HF channel satimation by plase measurements on low-level pilot tones Diss N78-20318 Improvements to HF FSK deta transmission pol 68 N78-20328 Adaptive signal selection for dispersive channels and its practical implications in communication system design pol 68 N78-20328 Advancemente in Retrieval Technology as Related to information Bystems [AGARD-CF-307] TELEGRAPH SYSTEMS Fessibility study of a HF antenna with elliptical polatira- tion med for triegraphic transmission with very high specifical for triegraphic transmission with very high specifical for the process of the polation of of the polat
Medium Accursor Low Cost Nevigetion [AGARD-CP-176]	AGARD Index of publications, 1971 - 1973 The use of microfiches for scientific and technical reports Considerations for the small user [AGARD-AG-198]	A crossed-slot bett array entenne for satellite application mignalizing satellite telemetry system p0170 N74-31882 Date acquisition and communication function avioritic p0243 N78-16238 Traffic modelling of military communication systems on objetal computers po248 N78-16287 International networking Information retrieval requirements p0268 N78-23379 p0288 N78-23379 p0288 N78-23389 Definitions and fundamentals of electromagnetic notes, unjerference, and competibility p0189 N78-16287 Analysis of the noise and its influence on communication systems interference and claim for communications in the E L F range p0182 N78-16282 On the availation of man-made electromagnetic notes, mitrefering with communications in the E L F range p0183 N78-16282 Channel estimation techniques for HF communications in the E L F range p0183 N78-16282 Channel estimation techniques for HF communications in low-layel pilot tones p0168 N78-20316 Improvements to HF FSK data transmission p0168 N78-20322 Adaptive signal selection for dispersive channels and inspiration indications in communications system design p0168 N78-20323 Advancements in Retrieval Technology as Related to information Systems [AQARD-CP-207] p0268 N77-15930 TELEGRAPH SYSTEMS Fassibility study of a HF antenna with alliptical polarization made for telegraphic transmission with very high speed P0172 N78-20328 P0182 N78-20328 P0183 N78-20329 P0183 N78-20329 P0185 N78-20329 P0187 N78-20329
Medium Accursor Low Cost Nevisation [AGARD-CP-176]	AGARD Index of publications, 1971 - 1973 The use of inscribines for secentific and technical reports Considerations for the small user [AGARD-AG-198] AGARD builetin Technical program, 1977 [AGARD-BULL-78-2] TECHNOLOGICAL FORECASTING Alvancements in future lighter alcresh Advancements in future lighter alcresh (AGARD-CP-188) Plans and Developments for All Trailin Systems (ISBN 92-835-0170-0) DOC22 N77-17948 Teludes sent trailing all traceasting (ISBN 92-835-0170-0) DOC22 N77-17948 Teludes sensors A survey policy of the sensors	A crossed-slot bett erray entenns for satellite application on positioning satellite letemetry system p0170 N74-31682. Data acquisition and communication function avioritic computers p0243 N78-16238. Traffic modelling of military communication systems on digital computers p0248 N78-16287. International networking Information retrieval requirements p0268 N78-23379. The TYMNET nytwork p0268 N78-23379. The TYMNET nytwork p0268 N78-23380. Definitions and fundamentals of electromagnetic noise, interference, and compatibility p0189 N78-16287. Amosysts of the noise and its influence on communication systems interference reduction) p0189 N78-16282. On the availuation of man-made electromagnetic noise interfering with communications in the E L F rags. p0168 N78-16282. Channel estimation techniques for HF communications in the E L F rags. p0168 N78-20318. Insprovements to HF Fisk data transmission p0168 N78-20318 insprovements to HF Fisk data transmission p0168 N78-20322. Adaptive signal selection for dispersive channels and its predictal implications in communications system design p0168 N78-20322. Advisionments in Retrieval Technology as Related to information Bystems [AGARD-CF-207] p0268 N77-16930. TELEGRAPH EVETEME Fassibility study of a HF entenna with elliptical polarization used for triegraphic transmission with very high speed. P122 N78-20328 P122
Medium Accursor Low Cost Nevigetion [AGARD-CP-176]	AGARD Index of publications, 1971 - 1973 The use of inverdiches for sensitific and technical reports Considerations for the small user [AGARD-AG-198] AGARD builetin Technical program, 1977 [AGARD-BULL-78-2] POOIS N76-33130 TECHNOLOGICAL FORECASTING Advancements in future lighter aleranh Advancements in future lighter aleranh Advancements in future lighter aleranh [AGARD-CP-188] Plutus an traffic control systems. pollogical N76-23191 Future are traffic control systems. pellutinary study pOCS7 N76-23223 National Delegates Soard Meeting Technical presenta- tions on scientific and technological bracesting [ISBN 92-835-0170-0] TECHNOLOGY ASSESSMENT Fluids sensors A survey The effect of geometric and fluid parameters on static parformance of well-attachment-type fluid amplifiers parformance of well-attachment-type fluid amplifiers programs of well-attachment-type fluid amplifiers (ISBN 92-835-0170-0) TORON N76-23222 Advanced air traffic management system study pOCS7 N76-23222 Arromautical satellite system (AEROSAT) pOSS N76-23224 Arromautical satellite system (AEROSAT) pOSS N76-23227 The evolution of text ranges and the changing replura- ments they serve, an overview pOS7 N76-23224 Arromautical satellite system (AEROSAT) pOSS N76-23227 The avoid tion of text ranges and the changing replura- ments they serve, an overview pOS7 N76-23224 Arromautical satellite system (AEROSAT) pOSS N76-23227 The avoid tion of text ranges and the changing replura- ments they serve. pOS7 N76-23220 The potention of text ranges and the changing replura- p	A crossed-slot bett array entenns for satellite spellostion on onsidering satellite telementy system p0170 N74-31682 Data sequisition and communication function avioritic computers p0243 N78-16237 Traffic modelling of military communication systems on digital computers p0248 N78-16237 International networking information retrieval requirements p0268 N78-23379 The TYMNET rightwork p0268 N78-23379 The TYMNET network p0268 N78-23379 Almosphariz discharges and noise clear communications systems interference reduction) p0189 N78-16287 Almosphariz discharges and noise dear communications systems interference reduction) p0189 N78-16282 On the availuation of man-made electromagnetic noise enterfering with communications in the E L F range p0193 N78-16282 On the availuation of man-made electromagnetic noise interfering with communications in the E L F range p0193 N78-16282 Channel estimation techniques for If E Communications in 188 N78-20316 Inspired the HF FSK data transmission system mention to low-favel polot tones p0168 N78-20318 Inspired implications in communications system design p0168 N78-20322 Advancements in Retrieval Technology as Related to Information Bystems [AGARD-CP-J07] p0268 N77-16930 TELEGORPENENDING TELEGORPENENDING TELEGORPENENDING TELEGORPENENDING Near ground telementy systems p0197 N78-20328 TELEGORPES Distant Object Attitute Messurement System (00-AM8) p0112 N78-23286 Compensated imaging systems p0207 N78-23286 TELEWEIGN EQUIPMENT
Medium Accuracy Low Cost Nevigetion [AGARD-CP-176]	AGARD Index of publications, 1971 - 1973 The use of microfiches for scientific and technical reports Considerations for the small user [AGARD-AG-198]	A crossed-slot bett array entenns for satellite application micromodeling satellite telemetry system p0170 N74-31882 Data acquisition and communication function avioritic p0243 N78-16238 Traffic modelling of military communication systems on olytel computers p0248 N78-16287 International networking Information retrieval requirements p0268 N78-23379 p0268 N78-23379 p0268 N78-23380 Definitions and fundamentals of electromagnetic noise, injerference, and compatibility p0189 N78-16287 Amospharic discharges and its influence on communication systems interference reduction) p0189 N78-16282 On the evaluation of man-made electromagnetic noise interfering with communications in the E L F rags p0180 N78-16282 Channel estimation techniques for HF communications in the E L F rags p0180 N78-20318 Real-time HF channel estimation by plase measurements on low-level pilot tones p0168 N78-20318 In-provements to HF FSK data transmission p0168 N78-20318 In-provements to HF FSK data transmission p0168 N78-20312 Adaptive signal selection for dispersive channels and its practical implications in cummunications systems design p0168 N78-20322 Advancements in Retrieval Technology as Related to information Bystems [AQARD-CP-207] p0268 N77-19800 TELEGORPER NORM Terminal access technology of the 1990a Fassibility study of a HF entenna with elliptical polatination used for triegraphic transmission with very high speed P0197 N78-20328 TELEGORPE Compensated imaging p0172 N78-20328 Compensated imaging p0207 N78-23280 Compensated imaging p0207 N78-23280 Compensated imaging p0207 N78-23280

SUBJECT INDEX		TITALITON ALLOTO
Remote sensing of surface properties based on	THERMAL ENVIRONMENTS	THRUST AUGMENTATION
airborne radar scatterometer and pulse redar on television	Thermal problems in military air operations	Compact thrust augmentors for V/STOL aircraft propulsion system configuration for V/STOL and cruise flight
tower p0281 N78-22059	THERMAL FATIGUE	using one engils p0087 N74-20419
TELEVISION SYSTEMS Low light television systems construction, operation.	Low cycle high temperature fatigue in aircraft jet	Design and test of ejector thrust augmentation configure-
and application of various television systems	engines conference proceedings	tions p0026 N75-13814
p0280 N75-10783	[AGARD-CP-186] p0186 N75-10487 Problems of low cycle high remperature futigue in aircraft	US Air Force V/BTOL aircraft serodynamic prediction
Laser and low light level television systems	jet engii 48 pC196 N75-10488	methods p0025 N75-13817
p0212 N75-26779	An overview of high temperature metal fatigue. Aspects	Prediction of serodynamic interference effects with jet-lift and fen-lift VTOL arroraft p0025 N75 13818
Applications of low light television to helicopter opera- tions p0012 N75-30051	covered by the 1973 International Conference on Greep	THRUST CONTROL
Economic scan conversion techniques for integrated	and Fatigue p0195 N75-10489 Precision in LCH1F texting ··· of aliciaft jet engines	Thrust performance of podded lift-fans in proteflow
avionic systems p0081 N76 17128	p0196 N76-10490	effect of increasing cross flow velocity on thisist deteriors
A programmable rester-based display system for use with	The effect of - , cle parameters on high temperature low	tion p0087 N74-20420 Propulsion system of the VJ 101 C VTOL stroraft
electro optical sensors p0082 N76 17139	cycle fatigue - in sircraft jet engines p0195 N76-10491 Lifatima prediction mathods for alevated temperature	Philosophy and practical expension untimization of
TEMPERATE REGIONS Observation of irregularities in the sub-surgral F region	fatigue in alicraft jet angines p0196 N75-10493	vertical takeoff stroraft strirame and engine
of the renesphere through a backscatter technique and a	Design procedures for elevated temperatura low-cycle	p0088 N74-20428
mid-latitude eletion p0167 N76-20329	fatigue ··· As applied to alteraft jet angines	In-flight thrust measurement. A fundamental element.
TEMPERATURE REPECTS Astorbynamic response pOOSS N75-12957	p0196 N75-10494	in engine condition monitoring p0095 N75-31095
The state of the s	Land and admospheric thermal noise	THRUST REVERSAL
Exhaust plume temperature effects on notitle afterbody performance over the transonic Mach number range	p0189 N76-16261	Hesearch about offects of external flow and aircraft
pouze N76-23504	THERMAL PROTECTION Thermal problems in high performance elegrafic	Installation conditions on throat reversers performances p0029 N75-23485
Description of the AGAND nozzle afterbody experiments	p0232 N76-27965	Reverse thurst experience on the Concords
conducted by the Arnold Engineering Development Cen- ter p0179 N76-18364	THERMAL SIMULATION	p0028 N75-23486
Conling of electronic equipment in relation to component	Thermal management of flight deck instruments p0075 N77-18041	Aerodynamic aspects and optimisation of thrust reverse:
temperature limitations and reliability p0076 N77-16047	THERMAL STABILITY	systems p0030 N76-23813
TEMPERATURE MEASUREMENT	The structure and thermal stability of eutecist alloys	THRUST VECTOR CONTROL
Messurament in turbulent flows with chemical reaction	u0130 N76-11036	Medent technology advances in thrust vectoring systems enalysis of thrust vector control for vertical takeoff stroraft
p0149 N75-30374	Crystal growth methods for the production of aligned composites p0130 N75-11039	with and without afterburning in lift p0085 N74-20410
TEMPERATURE MEASURING INSTRUMENTS Yemperature measurement for advanced gas turbine	Thermal stability of directionally-sulidified composites	Aerodynamic injurterence between tutelage and lifting
controls p0092 N78-23897	p0131 N/5-11043	jets emerging from its lower part effect of two high
TERMINAL BALLISTICS	THERMOCHEMISTRY	valueity lifting jets on induced lift and pitching mumerite p0086, N74-20413
The HITVAL program instrumentation performance	Predominance diagrams ··· thermochemistry/phase diagrams · metal oxides of nicket alloys, chromium alloys.	Direct lift control applications to transport aircraft: A
of antigiroral gun systems p0111 N76-23289 TERMINAL FACILITIES	cobalt alloys p0129 1176 1 1246	UK viewpoint p0002 N78-21231
Terminal Area considerations for an advanced CTOL	THERMODYNAMIC PROPERTIES	Flight measurements of the longitudinal serodynamic
transport alreralt p0001 N75-21223	Theory of flows in compressible media with heat addi-	characteristics of a vectored thrust sireleft (HS-P1 1 27) throughout the transition ··· (V/STOL airciaft)
Some DHC-6 Twin Otter approach and landing experience in a STOL system p0003 N75-21238	[AGARDOGRAPH-191] p0176 N74-26822	p0122 N76-25298
In a STOL system p0003 N75-21238 TERMINAL GUIDANCE	Aylonic radome materials electrical, mechanical, and	Small Solid Propallant Rockets for Field Use
Precision waspon delivery systems	thurmal properties	[AGAHD-CP-194-BUPPL] p0128 X77-72037
[AGARD-CF-142] p0063 X78-70674	(AGARD-AR-78) p0131 N78-13034	Compatibility of take-off and landing with mission and
Four-D navigation in terminal zones. An automatic control problem speud control for aircraft approach	Basic data ··· thermodynamic properties/thermophysical	manoeuvre performance requirements for fighter aircraft
specing pools 376-23193	properties - metal oxides p0129 N76-11245 Optical measurements of thermodynamic properties in	p0001 N78-21221
Strategic control of terminal area traffic	how halds A review p0162 N77-11233	TILTING ROTORS Measurement of tilt rotor VTCL rotor wake-sirframe
p0084 N76-23194 LEA microwave approach and landing system	THERMOPHYBICAL PROPERTIES	ground aerodynamic interference for application to real time
00084 N76-23200	Basic data thermodynamic properties/thermophysical	flight simulation p0026 N76-13816
THREAS	properties metal oxides p0129 N78-11245	TIME DEPENDENCE
Glossary of documentation terms. Fart 1 General	THERMOREGULATION Thermogenetic mechanisms involved in man's fitness to	Notes concerning testing time requirements in steady and tinsteady measurements p0108 N74-31735
terms [AGARD-AG-182-FT-1] p0264 N74-34424	realst cold exposure metabolic response and thermoreg-	Difference approximations for time dependent problems
TERRAIN ANALYSIS	ulation p0049 N74-33536	p0177 N78-31388
Althorne surveillance and reconnaissance	Introduction to winter survival winter survival shelter	Stability and accuracy of numerical approximations to time dependent flows p0177 N78-31380
TERRAIN FOLLOWING AIRCRAFT	engineering p0048 N74-33837 Local effects of scotimatization to cold in man	The importance of experimentally-determined clueure
The application of lasers to the problems of very low	p0048 N74-33839	conditions in transcript blade-to-blade flows calculated by
lavel flight obstacle avoidance and terrain following	Immersion hypothermia survival and treatment of cold	a time-dependent technique µ0020 N77-11983 TIME DIVISION MULTIPLEXING
An optical reder system for obstacle avoidence and terrain	water violense pooled N74-113643	A guidence system for fixed or rotary wing prorest in
following for helicopters p0012 N75-30062	THIN AIRFOILS A cascade in unsteady how p0098 N75-25184	approach and landing zones · · · using time division multiplex-
Terrain avoidance radar using off-bolesight lechniques	THIN PILMS	ing p0014 N78-30U73
p0013 N75-20066 Terrain following using stereo television	Lubrication under extreme pressure p0147 N78-22487	TIME LAG Plasmaspheric contribution to group-path-delay of
p0083 N77-1805B	THIN PLATES	transionospheric satellite naviosilon signals
TEST AQUIPMENT	Built-up sheet structures, wings procedures for calculating reskual strength of stiffened and unstiffened	p0185 N76-20308
The usure' requirements p0077 N74-25934 An induction into the design of flight test instrumentation	panels posmual strength of stimened and unstimened	Long renue VHF transequatorial for the European-African path, a review of time delay measurements
systems factors affacting the development and design	THORAX	p0168 N76-20310
of flight test instrumentation systems, p0077 N74-25935	Investigations of the blood vessels electic expansion, heart	TIME RESPONSE
Matrological characteristics of a measuring channel	output, and heart shythm, based on the measurement of variations in the thoracic electric impedance.	Measurements of the scrittol depactty of ATC system µ008B N76-23228
fundamental characteristics of flight test instrumentation system p0077 N74-28938	p0230 N76-27834	TIME SERIES ANALYSIS
YEST FACILITIES	THREE DIMENSIONAL BOUNDARY LAYER	Digital time series analysis of flutter test date
The need for a large transpillic windfunnel in Europe Hegand report of the large Windfunnels Working Group	Calculation of the three dimensional leminar boundary	TIME SHARING
(AGARD-AR-70) PO110 N74-34880	layer around bodies of revolution at incidence and with separation p0037 N76-17081	The TYMNET network p0265 N78-23380
Experimental facilities and measurement techniques	Three dimensional separation of an incomplementa	TIRRUES INICLOGYI
p0016 N78-32005	turbulent boundary layer on an infinite awept wing	Engineering considerations and measurements electromagnetic field measurement in environment and
Development of the United Technologies Research Center accordic research tunnel and associated tost techniques	p0037 N78-17082	tigeues after radiation exposure p021B N78-11701
p0120 N76-25279	Three dimensional boundary layer separation in supersonic flow p0037 N76-17083	TITANIUM
Problems of noise testing in ground-based facilities with	THREN DIMENSIONAL FLOW	Transum powder metallurgy p0187 N75-22784 Some comments on the machanical properties of HIP
forward-speed simulation p0121 N76-28201	Computational methods for inviscid and viscous two-and-	ttanium p0141 N77-15173
Range Instrumentation, weapons systems testing and	three-dimensional flow fields	TITANIUM ALLOYS
elated techniques	[AGAND-L6-73] p0177 N75-31385 Computational techniques for boundary layers · · · two	Frecture taughness test results · · · tabulation of medhani-
[AGAND AG-219] p0110 N76-23293 The evolution of test ranges and the changing require-	and three dimensional flow p0177 N75-31388	cal properties for titenium alloys, aluminum alloys, and steels p0185 N74 23444
ments they serve, an overview p0110 N76-23284	Flow Reparation symposium on separation phenonisns	Fretting fetigue in titanium haliconter components
Near ground telemetry systems p0112 N70-23298	in subscrite, transcrite, and supersorite flows	p0146 N78-22481
Air combat maneuvaring range p0112 N78-23300	[AGAND CP-168] p0032 N76-17030	The influence of fratting on fatigue p0146 N78-22484 Metallurgical aspects of fatigue and fratture in titartium
Determination of instrumentation requirements for USAF ranges p01.12 N76-23301	A review of separation in steady, three-dimensional flow p0036 N76-17069	elicys p0138 N76-19271
Role of simulation in operational test and evaluation	The structure of three dimensional separated flows in	The effects of microstructure on the feligue and fracture
, p0113 N/6-23303	utietacle, boundary limer interactions p0037 1176-17065	of commercial titantum alloys p0136 N76-19272 Production of powders from titantum alloys by vacuum
THERMAL BLOOMING Propagation of high power laser fearms through the	An exploratory of a three dimensional shock wave	fusion centrifugation p0138 N77 15184
atmosphere: An overview p0206 N76-29843	boundary layer Interaction at Mach 3 p0038 N76-17069	Production of literium powder by the lotating electrode
The limitations imposed by atmospherio breakdown on	Numerical simulation of three dimensional trans into flow including wind tunnel wall effects p0020 N77-11984	process p0138 N77-15155 Titanium powder production by the Harwell centrifugal
the propagation of high power laser beams p0206 N75-29846	Picking up and graphing of three dimensional flow	shot casting process p0139 N77-15157
Experimental detainmention of single and multiple pulse	(ields p0020 N77-11888	Comparative evaluation of lorged Ti-6Al-4V bar made
propegation Jaser transmission flirough absorptive	Titres-dimensional flow calculation for a transonu	from shot produced by the REP and CBU processes p0141 N77-16172
atmosphere p0206 N76-29847	complessor rotor p0041 N27-12019	pers 14/7:101/2
		1.87

Multipath in an ascondutical satalite system p0268 N76-22082 Wall corrections for transonic thrus-dimensional Some comments on the machanical properties of HIP anium p0141 N77-15173
Hot isostatic pre sing rif Ti-6Al-4V powder forging storms p0141 N77-15174
Waldability of hot investationally p0118 N75-25229 ventilated wind tunnels Experiments to assess the influence of changes in the TRANSONIC COMPRESSORS Idorms POTAL STATE THE POTAL S wall boundary layer on (rensonic Unsteady phenomena is turbornachines, as revealed by visualizations and measurements pi0097-N76-26175 The computation of transmiss flows past seriods in solid policy flows and turning policy poli characteristics Nasi-net povider imetallingy aufraine africture :

Nasi-net povider imetallingy aufraine africture :

Pol 142 N77-15-176

Pol 142 N77-15-177

Pol 142 N77-15-177

Pol 142 N77-15-177

Pol 142 N77-15-177

Pol 142 N77-15-177 Analysis of unsteady flow in a transonic compressor by porous or slotted wind numels p0.118 N70-28232 Act usite fluctuations generated by the vennited walls of a transport wind tunnel p0.118 N70-28237 Model systems and their implications in the operation of pressurited wind tunnel p0.117 N70-28248 means of high-response pressure measuring techniques p0097 N76-26179 Three-dimensional flow calculation for a transunic poolal N77-12019 Powder consolidation, part 2 p0142 N77 15178 tolor toaterumou TOLERANCES (MECHANICS) TRANSONIC FLIGHT Fault tolerance feetures of an aerospace multiprocessor p0247-N75-13278 On transgore high Reynolds number flow separation with severe upstream disturbance pol 18 N76 2549. The character of flow unsteadness and its influence on steady state transcore wind tunner measurements. Design and construction of the sinhs jet flutter mode On some problems encountered in a theoretical study of the external flow over a nozzla configuration in transport TUPGGRAPHY D0028 N75 23499 COMED. A combined display including a fuel electronic The effects of buffeting and other transoms phenomena facility and a topographical moving map display for use in fighter/attack aircraft p0082 N76-17134 on maneuvering combat elicraft [AGARD-AH-82] Fluid dynamic research at NASA-Ames Research Center related to transporte wind lunnel design and testing techniques. DOD16 N76-14018 Mechanical parameters (fatigue and toughtese) of certain to binh attentith state alloys p0137 N76-19274 p0017 N76-14026 Buffet analysis very high strength steel alloys techniques p0.1.19 N78-28287
Comment or results obtained with three ONRRA aligians calibration models in FFA transmic wind tunnels p0.1.18 N78-28288 Numerical methods for predicting subsonic, transonic and ORIC MAXAPDS

Measurement and analysis of amoke and toxic gasts
resulting from the combustion of alteraft cabin finishing
materials

p0046 N76-14071 woll singasequi [AGARDOGRAPH-187] 00176 N74.2E766 COARDOGRAPH-Tary
The measurement of the transonic spillage dreg of a
measure intake p0027 N75-22488 The measurement of the property of the component drag composition of a two-dimensional ridst at transpire and supersonic speeds. Provide the component drag composition of a two-dimensional ridst at transpire and supersonic speeds. Provide transpire phenomena. Flow field speed of transpire phenomena. p.0016 N78-14021 TORIGITY AND SAFETY HAZARD Recent progress on new facilities at the NASA Lar Recent programs on new facilities at the NASA Langley Research Center # 0.0119 N76-28289 The proposed large European high-Reynolds-frumber transpire wind turnel (LEMRT) # 00120 N76-28272 Toxicological aspects in the investigation of flight TRACKING (POSITION) A complementary littering technique for deriving alroraft velocity and position information — onboard navigation system and radar tracking signals for instrument landing Comments on wall interference-control and correction p0120 N76-25273 one regults from an investigation of the slot flow in a mproved Notifie Testing Techniques in Transmis Flow
[AGARD.AG.208] p0178 N79-18387
ONERA Experimental study of 18 day Standard AGARD
notifie in subsonic and transport flow p0178 N79-18388 i instrument landing p0005 N78-30004 system and restormance p0008 N78 3000A tracking and control system using pulsed transmisp0111 N78-23293 tensorie clotted test section wall, prepared comment policies of the social policies of the No. 2011 N76-23293
RMS A position location system for modern military weapons testing and availation p0111 N76-23284
Precision Airoraft Tracking System (PATS)
Minimal error trajectories on time p0112 N76-23286
A ship tracking system using a Kelman-Rehmith Intelligence p0058 N76-24208 cous interections with separation under transcolle fi conditions possess on transport and wing store unitedly Application of the dust-scatter laser velocimater in transcrinc flow seearch Automatic control of a transport wind turnel with a 100 to IAGAND M. STALL 50036 NZ6-14088 Characteristics of 2-D unsteady transp Characteristics of 2-D unsteady transports flow pO35 N76-1808D Evaluation of calculation methods for 2-D unsteady amounts flow pO38 N76-18081 Unsteady transports flow pO38 N76-18081 Missile radar guidanus laboratory p0112 N76-23302
TRADEOFFS Automatic central of a transport wind tunnel with a real-time computer system pO19 N77-11977 Minimizing well interference in connectional transport test sections by using computer parameters studies po19 N77-11978 Unsteady transonic flow p0038 N76-18082 Improved norzia testing techniques in itereonic flow [AQARD-AR-84] p0162 N76-23536 DEOFFE
High-lift serodynamics Trends, trades, and options
p0001 N78-21220 Sume remarks on unsteady transumin flow · · · · insteady p0039 N76.24148 Tradeoifs between onew training and exotic equ TRANSPORT AIRCRAPT RANSPORT AIRCRAFT
Specifium of loading of atterat ... diagrams of typical
flight-load profiles for tectical and transport atterat
po 192 N74-23414
On the design and evaluation of flight central system
p0 104 N74-21442
V/STOL serodynamics A review of the technology
p0023 N78-1378A escolystamos p0039 N76-2418
Elfects of huffetting and other transion phenomenafor lighter electalt p0123 N76-28298
Leave velocimetry applied to transions and supersonic
escolynamics p0181 N77-11224
The limportance of experimentally-determined closure
conditions in transionly blade-to-blade flows calculated by
a time-department steinique p0020 N77-11933
Numerical simulation of three dimensional transions dow-TRAILING-EDGE FLAPE Presentation of serodynamic and acoustic results of Research into powered high lik systems for storest high turbofan propulsion systems for storest high turbofan propulsion propulsion and systems for storest propulsion of transport storest systems for an advanced CTOL transport storest with relaxed/negative longitudes stability. Results of a design study boods NTS-0001 impact of active control technology on attent design of the systems are stability. Results of a design study book of the systems of the qualification tests on the ALADIN 2 concept p0024 N78-12803 Experimental high lift optimization of multiple element foils of multiple element p0024 N78-13808 including wind funnel wall affects p0020 N77-11984
TRANSONIC SPEED TRAJECTORISE Flow separation and assodynamic excitation at transon Theoretical and experimental simulation methods for DO026 N78-22284 Theoretical and experimental simulation methods (2) external store separation trajectorias p0020 N77-11981 TRAJECTORY ANALYSIS Modern means of frajectography p0004 N78-21241 Comments on mathematical modelling of actains store release (rajectoria including comparison with flight data (pradiction analysis techniques for jettisoning of section stores) p0123 N76-28301 Absects Low speed injection effects on the serodynamic perform nce at transgnic speed p0028 N75-23494 Comparative two and three dimensional transport (esting po119 N76-25257 with fly-by-wile primary flight control systems in various tunnels p0119 N78-28287
YMANSONIC WIND TUNNELS
A review of current research simed at the design and operation of large windingnels or proceedings of conference DOODS N78-30034 Use of active control technology to improve ride qualities of large transport alteralt pool 1 N78-30050 Fire. Iteal and aurivisi A study of transport stress accidents, 1958 - 1874 pool 4 N78-14088 TRAJECTORY MEASUREMENT on wind tunnel testing techniques
[AGARD-AR-68] p0109 N74-21899
Status of two studies on antive control of sercelastic Minimal error trajectories on TRAJECTORY OPTIMIZATION n lina DO112 N76-23297 accidents, 1955 - 1974 poone not comment on results obtained with three ONRIA suplane calibration models in FFA transmiss wind funnels pol 19 N79-28288 Four-D navigation in terminal zones. An automatic control problem — speed control for allocaft approach response at NASA Langley Research Center p0102 N74-25553 Critical analysis of comparisons between flight test results p0083 N76 23193 Large windiumnels. Associated characteristics and the and wind turnel lest predictions in subsonic and supersonic transport storest [NASA-TY-F-17185] p0073 N77-10049 Development of a small solid propellant rocket motor performance of various types of transporte facility [AGARO-R-615] p0+09-N74-31733 p0144 N77-111AB for flexible range requirements Effects of flow turbulence and noise and aerodynamic phenomena and windfurmel results p0109 N74-31734 THANSDUCERS TRANSPORT THEORY Signal conditioning — processing of output of transducers used in Right test instrument systems p0077 N74-25838 TRANSFER FUNCTIONS Preliminary notes on large scale mera transport Notes congerning testing time requirements in steady of unsileady measurements p0109 N74-31736 Experimental studies in a Ludwieg tube transonic p0109 N74-31736 TRAVELING TONOSPHERIC DISTURBANCES
The correction of arros in: HY direction finders by travelling tonospharic ideutobroses and unal park massicsmants Comparison between the calculated and measured transfer himplines for the Concords arrests -- arrests control Application of the gasometer storage concept to a tonospherio dieturbances
TRAVILLING WAVE MODULATION in atmospheric turbulence [AGAHD-R-637] D0038 N76-18084 transonic windfunnel meeting the laws specification Design of perextically incodulated ##-plate antennes pu 169 N74-31670 police windumer meaning me have specification police R74-31737.

The meanin of high-Reynolds-number, transmiss windum-nuls. Some general principles. p0109-R74-31738. AGARD-R-537| poole note in filters with biquadratic transfer func-ons pO18| N76-21441

The correlational structure of trafficonal task measures TREADMILLS READMILES
Treadmittle exercise teating at the USAF School of Aerospace Medicine. Physiological responses in access-ment and the defection of latent cotonary artery drease [AGARD-AG-210].

p0222 N75-29736 note Some general principles p0109 N74-31738
Addisardum to a survey of correcting wall constraints or transporte windfurnels
Some observations on options for a large transporte windfurnel
Baylaw of some problems related to the design and operation of low speed windfurnels for V/8101 testing additional. and engineering enalogues of performance in the cognitive domain p0238 N76-25784 The human as an adaptive controller p0239 N76-25788 TROPICAL REGIONS infectious (ropios) disesses diagrosed on p0224 N76-14770 TRANSIENT PRESSURES flying paraginnel Gas turbine transient operating conditions due to an external blest wave impulse p0098 N76 25162 p0110 N74-31741 Disgnostic mathods in tropical musdicing p0224 N76-14771 The need for a large transports windtunnel in Europe TRANSIEMT BEEFCHEE The (hreat of tropical diseases and parasitoses isome epidemiological and clinical especial p0224 N75-14772 Aerothermodynamic fautors governing the response rate of gas turbines p0090 N75-23576 Beaund report of the large Windtunnels Working Group [AGARD-AR-70] p0110-N74-34680 pidemiological and clinical separate process.

Air traffic and the problem of importation of diseases possess p0226 N76-14773 The aryagesia transants wind turnel for high Reynolds Determination of aerodynamic delivatives from transfers responses in managiving flight TRANSMISSION EFFICIENCY p0006 N75-30011 research TROPOSPHERE
Structure of tropospherio inhomogenetties de disduced
posteriarionetric measurements p0282 N78-22085 p0113 N76-28214 [L-10032] [L-10032] p0113 N76-28214
The SCT time eyelem A demonstration of the praticeability and sublity
The Ludwigg tube A proposal for a high Reynolds number transport wind luminal p0113 N78-28216 Radiation characteristics of HF autob serials installed in small sizorati p0169 N74-31674 An everyow of the limitations on the transmission of high energy least beams through the atmosphere by nonlinear effects p0206 N76-29844 transonic wind tunnel 00113 N76-28216
Concept and design of an injector driven presunted transmit wind tunnel politic politic wind tunnel performance. Test segtion flow The use of geometric programming methods for structural ontinutation DO196 N76-12360 Numerical methods in high power taser propagation ... TURBINE BLADES Test section flow p0113 N76-28218 Hedusaments for and characteristics demanded of high quality and noise measurements abity and noise measurements p0113 NY6-28218
Experiments with a self-correcting wind tunnel p0114 NY6-28224
Adaptive wall transonic wind tunnels p0206 N76-29848 temperature gas turbina components, p0130 N75 11035 Component design with directionally acidited com-

DOCITAL

Meeting summary and outlook

p0114 N76-26226

TRANSMISSION LCSS

Prediction and calculation of transmission loss in different types of terrain pO254 N75-22078

fretting in arroraft turbine engines in0146 N75 22492 Oxidation and but corrosion of commercial superations use turbines/turbine blades p0129 N75-11249 Exploratory research on the secondanticity of turbine Exploratory research on the standard fundal tests blades and guide waves - cascada wind tunnel tests p0097 N78-25176 Von Karman vortex streets in the wakes of autocome of transonic exceeds — flow visualization by activities integraphy poops N76-28198 photography integraphy property of turbine flow calculation procedures p0041 N77-12022 Powder fabrication of fibre reinforced superalloy turbine 60141 N77 15170 TURBINE ENGINES Fretting in aircraft turbine angines p0146 N75 22492 Freiting in atteraft turbine engineer pro-Evolution of turbineactor control systems p0091 N75-23586 Disposition and Engine Condition Monitoring
[AGARD CP-168] p0094 N78-31083
Diagnose of the functional state of a motor by modellislion --- turbine angines p0094 N78-31086
Status of research on entimate alroad turbine segime
treat in the United Bases p0094 N78-14081
Modern prediction methods for turbomachine performanca [AGARD-L8-83] Flow field and performance map computation for salidow compressors and turbines p0101 N76-26212 axial-flow compressors and turbines pC Bibliography on Modern Frediction Metil achine Performance pO p0101 N76-26218 TURBINES Low speed turbing year box.
TUREOCOMPRESSORS NOORT N74-20418 Unatedly phenomens in turbomachinery [AGARD-CP-177] µ00 Unsteady phenomena in turbomachinery (AAB-CP-177] 0008 N76-25189 The impact of unsteady phenomena on turbine engine sign and development pC098 N76-25172 Reaults of measurements of the unsteady flow in satal design and development Results of measurements or me universe, and supersonic compressor stages p0097 N76-25178 Mathematical modelling of compressor stability in steady and unsteady flow conditions p0097 N78-28190 Unsteady contributions to steady radial equilibrium flow equations p0098 N76-28181 Turbofan compressor dynamics during atterburner translerits p0098 N76-28183 Axial flow rotor unsteady response to circumferential inflow distortions p0098 N76-28183 p0098 N76-28183 p0098 N76-28183 tow distortions pourse error collections.

The relationship between steady and unsteady special ition · · in lurbourmplessor intake fil pooes N76-25187
Trensmission of circumferential inlet distortion through totor
pooes N76-25188 a rotor pCOSE N76-25188 Multiple segment parallel compressor model for drown fraentiel flow distortion processor model for drown processor the effect of turbulent mixing on the decay of sinusoidal rolet distortions II satal flow compressors pCOSP N76-25190 An on-room investigation of rotating stall in an extal-flow p0100 ft76-28201 An outston measurement of the policy from the compressor betalled flow measurements during deep stell or state flow compressors policy from 12 policy 12 pol p0100 N78-28203
Compressor and turbine parformance prediction system development baseons from thirty years of history p0101 N76-28210
Axial flow compressor performance prediction p0101 N76-28210 Attal flow compressors and turbines policit N78.262.1 Flow held and performance map computation for said-flow compressors and turbines policit N78.262.12 Though-flow calculations in said turbinesed-hostly policit (ACARD CP 188) policit N77.12013 Through-flow calculations based on matrix investigations or control to the control of the npressor design and experimental results Comparison design and experimental results pool 1 N7 12023. Comparison between the calculated and the experimental results of the compressor last cases pool 1 N7 17024. Turbure lest cases Presentation of design and experimental obsracts-listics pool 1 N7 12025 UNBOPAN ENGINEER. TURBOFAN ENGINES Research into powered high lift systems turboles propulation por TURBOFANS Asignechanical Heaponse
TURBOUET ENGINE CONTROL
An apparimental investigation into duplex digital control
p0104 N74-31445 Annmackenical Hannonsa of an engine with relieat TURBOJET ENGINES Comment on wear of non-lubricated pieces in tur-resolution #0146 N78-22493

at engine pordition monitoring

TURBOMACHINE BLADES

TURBOMACHINERY

Furbulat angine gas path analysis. A review poost N75-31100

BOMACHINE SLADES
Aerodynamic measuraments in cascades.
p0178-N75-30472

Theory of periodic tribomachine noise and determination

p0176 N74-30627

of blade damage from noise spectrum measurements The importance of experimentally determined ylosure aunditions in transmit blade to-blade flows calculated by a time-dependent rechnique p0020 N77-11983

Annulus wall boundary layers in Imbomachines [AGARD AG-188] p017A N72

powerplants TURBULENCE by A jet exhausting perpendiquially into a orose flow n0025 N78-13613 magininas
Problems in fault diagnostica and impognisatios for engine
incition monitoring p0094 N75-31084
engine condition monitoring p0098 N75-31018 The simulation of turbulence in irrepressible models --combustible flow p0148 N75-30382 us combustible Now A review of some theoretical considerations of tudulent time structure p0148 N75-30364

HOORS N28-12957 Annatunamia rasminsa Turbulent separation in two-dimensional flow pO034 N76-17041 Contribution of hight simulation tests to the study of pomechine control p0090 N78-23577 Kinetic energy of turbulence in flames - - problem Numerical control of a turbomachine solving [AGARD-CP-164-PAPER-2] n0091 N78-23890 Simulation techniques for throomschines p0991 N75 23691
The practical importance of unsteady flow - considering p0998 N75-28170 p098 N75-28170 on the design OD 135 N76-18282 The turbulence amplifier Static and dynamic characteris-Systematical investigations of the inflicence of wind lunnal turbomachines p0096 N76-28170 Influence of unsteady flow pheromena on the design and operation of sero engines p0098 N76-28171 Some current lesseroh in unsteady serodynamics. A turbulance on the results of model force-measurem p0119 N76-26289 On the flow quality necessary for the Large European tigh-Raynolds-Number Transonic Windrunnel LEHR (ARD-R-644) p0127 N77 11070 some current research in unisteady serodynamus. A long from the Fluid Dynamics Panel p0099 N76-28192 Through flow calculations. Theory and practice in bomachinary design. p0040 N77-12017 High-Raynolds-Nu [AGARD-R-644] Recent applications of ISL of the laser valorimeter measurements in turbulent flows police N77-11228 Through him security through flow calculations pools not really find through flow calculations pools N77 12018 turbomachinary daugn neesurements in trobutent flows p.0162 N77-11228
Single scattering particle less Doppter measurements of trobulence p.0182 N77-11230
The selectron beam fluorescence technique applied to hypersonic turbulent hoves p.0185 N77-11238
Simultaneous lesser measurements of instanteneous TURBORHAPTE An engine ensiyset program for helicopter turboshaft poope N75-31101 Representation of hot jet turbulence by means of its infrared amission. p0256 N74-22848 Analytical method for predicting chemical reaction rates in the presence of inhumogeneous (inhulence (application to furbulent cumbustion). p0148 N75-30387 Closed form expression of the optimal control of a rigid applies to turbulence. valuations are measurement or instancements valuations with a superior valuation of unbullent mixing flows N77-11247. Experiments planned specifically for developing unbulence models in computations of how fields around aerodynamic shapes. mic shapes TUPBULENT JEYS Resolution of turbulant jet pressure into eximuthal supprients pO259 N74-22669 alipiane to turbulence pt.O7 1 N79-32101
TURBULENCE EFFECTS

Effauts of flow turbulence and noise and aerodynamic phenomene and windtunnel results p0109 N74-31734
Critical review of methods to predict the buffet capability components
TURBULENT MIXING
Theoretical analysis of nonequilibrium hydrogen air
reactions between tuibulent supersonic coexist streams
pO148 N75-30381 Numerical analysis of the inflammation phase in a turbulent mixing boundary layer polisis N78-3038 Calculation of the effect of afterburning in external apparation flow by means of a method of characteristics with heat addition and mixing layel analysis polisis N78-30370 Supersonic mixing and combustion in parallel injection flow fields polisis N78-30370 The effect of turbulent mixing on the decay of sinusoidal inied distortions in saist flow completeness. AGARD-1-823] p0069 N75-10053
Parameter estimation of powered-lift BTOL strongly characteristics including turbulance and ground effects p0008 N75-30026
Developments in the simulation of atmospheric turbulance. ence published police p DO128 N78-29308 pO099 N76-28190 Initial Unlined shayes and experimental profilesting.

Propagation of focused truncated laser beams in the atmosphere process of the profilesting TURBULENT WARRE hie nature of flow distortions caused by rotor blade skes processor rotal pools N76-28174 TURBULENT BOUNDARY LAYER Investigation of the instantaneous structure of the wall pressure under a turbulent boundary layer flow 2028 N74-2266 Effects of flow turbulence and noise and serodynamic phenomena and windtunnel results. pol108 N74-31734 TWO DIMENSIONAL SLOW Investigation of Asternally blown flap acrisis with leading stips devices and solded flaps p0024 N78-13802 Computational methods for inviscid and viscous two-and-three-dimensional flow flates phenomena and windfunnel results priors A74-31724 Tribulers to burder layer in hybrid propaliants combustion. The development of mudels of shook wave boundary layer interaction --- using Clocuo-Lee theory pools N78-32004 AGAND LE-731 BO177 N78-11386 [AUAND-15-73] p0177 N76-31386 Computational techniques for boundary layers -- two and three dimensional flow p0177 N76-31388 Two-dimensional shock wave-boundary layer interactions In high speed flows [AGAND-AG-203] p0015 N78-32001 Shouk wave-turbulent boundary layer Interactions [AGARD-46:-203] pO015 N75-32001 Special focios --- using two integrodifferential equations for shear stress and heat transfer pO015 N75-32003 Flow Separation -- symposium on separation phenomena in subsoils, (transcoils, and supersunic flows [AGARD-CP-168] pO032 N76-17030 Measurements in separating two dimensional turbulent index layers pools N78-32007 boundary layers poors re-co-Characteristics of a separating incompressible turbulent p.0034 N76-17043 Bulseofic, transcenses of the policy of the unique section of familiar apparation bubbles in our immediate incumpressible flow pocast N78-17040 Turbulent separation in two-dimensional flow pocast N78-17041 Measurements in separating two dimensional flow pocast N78-17041 Measurements in separating two dimensional turbulent pocast N78-17042 Characteristics of a separating monomic and a control boundary layer and theoretical investigations of two-dimensional sestinguishment in turbulent incompressible flow pt. 2018 pp. 20 Measurements in separating two dimensional turbulent boundary layers p.004 N76-17042 Characteristics of a separating incompressible 12-bulent boundary layer p.003 N76-17042 Characteristics of 2-D unitearly transport flow p.003 N76-18040 Evaluation of calculation methods for 2-D unitearly transport boundary p.0038 N78-18041 Two-dimensional tunnel wall interference for multi-stemant aerufolia in incompressible how p.0110 N76-26233 Flight measurements of indepopter rotor secrotic characteristics and some comparations with two-dimensional wind Pressure rise to separation in cylindrosis symmetric shock wave, limbilant boundary layer interaction pops, 778-1706.

An exploratory of a three dimensional shock wave boundary layer interaction at Ma-h 3 pops, 778-17088.

Application of a less-10oppler-valenting it may and Application of a seer-coppier-validameter in a trave and approximability distribution of the properties of the properties of the application of a least seem of the application of the appli terratics and some comparisons with two-dimensional wind turnel results pD121 N76-25284 TWO PHARE FLOW
The time-of-flight laser enemometarpO184 N77 11243 of shock-wave boundary-layer interactions 50151 N77-11226 TURBULENT FLOW The mechanics of sound generated by turbulent flows p0266 N74-22641 UH.1 HELICOPTER Ellects of flow turbulenus and noise and serodyna tenomena and windtunnel results p0109 N74-31734

A method for the calculation of the flow field induced

A jet exhausting numeraturates. phenomens and windfunnel results

mini structura
Kinetic energy of turbulence in flemes
p0148-N75-30355

Studies related to turbulent flows involving fast chemical p0149 N75-30368

Measurament in turbulent flows with chamical reaction p0145 N75 30374

Some measurements and numerical calculations on turbulent diffusion flames p0149 N75-30375 Numerical techniques for the solution of the compressible

Nav-n-Sjokes equations and implementation of turbulance models — separated turbulant boundary layer flow pro-blems p0177 N78-31387

p0149 N78-30378

rs : His LIGOPTER
An automatic flush control system for a helicopter night
landing system p0015 N75-30079
Helicopter flight parformance with the AN/PVS-5 night
vision goggles — used by aircraft pilos. DO227 N76-19784 ULTRAHIGH FREQUENCIES Problems of antennes operating in the telemetric B band

gon pO 189 N74-31873 Upper I-band telemetry sensis for rockets and mississ pO 122 N74-31690 Service area prediction in the VHF and UHF bands p0284 N78-22077 p0254 N75-22077
Influence of topography and atmospheric refraction in
UHF ground-air communications p0254 N75-22060
ULTRASONIC TESTS

Ultrasonic and acoustic methods p0189 N78-18473 Physical aspects - ultrasound --- detected by magnetost rigidon and pleasalectric and ferrostactric franchicus.

pO218 N76 11698 Biological effects of ultrasound --- on human belines p0219 N76 11700

NITED KINGDOM Derivation of eafaty codes 2 UK expensions	optimize information transfer p0271 N75 25114	The attenuated live smallpox vaccine, strein MVA results
p0150 N76-11314	Option and the state of the sta	of experimental and clinical studies pO224 N76-14787
Repart agricultural aircraft accidents in the United		The induction of interferon and specific smallpox immun-
Kingdom p0234 N77 17723	V	ity by oral immunication with live attenuated pox virus pO224 N76-14769
Fatal helicopter accidents in the United Kingdom p0236 N77-17720		VACUUM
NITED STATES OF AMERICA	V/STOL AIRCRAFT	Metal powder production by vacuum atomization
Derivation of safety codes 1 clSA experience	V/STOL propulsion systems proceedings of confer-	pO140 N77-18168
p0180 N76-11313	ence on propulsion system design and operation. [AGARD-AR-64] p0085 N74-19404	VACUUM MELTING
Status of recession on antimist aircraft turbine angine fuels in the United States p0045 N76-14061	V/STOL propulsion systems — conference on propulsion	Production of powders from titanium allays by vacuum fusion centrifugation pO138 N77-15164
fuels in the United States p0045 N76-14061 NSTEADY FLOW	system design, configuration, and performance for vertical	VARIABLE GEOMETRY STRUCTURES
Unsteady flow measurements in turbomantinery	and short takeoff aircraft	Engine installation aerodynamics design and optimize-
p0177 · 78-30476	[AGARD-CP-138] p0088 N74 20401	tion of aircraft angine installations for subscinic and
Comments on transonic and wing-store insteady	Optimum engines for military V/BTOL sircraft affect	SUPERSONIC BIFGRAFT DOORS N74-26483 VARIABLE SWEEP WINGS
astodynamics [AGARD-R-636] p0038 N76-18039	of inilitary operational requirements on propulation system configurations p0095 N74-20403	Wing with stores flutter on variable sweep wing sirc-
Characteristics of 2-D unsteady transcrip flow	Formulating military requirements effect of military	raft p0031 N76-28017
pQ038 N78-18060	requirements on technical and design considerations	VARIANCE (STATISTICS)
Evaluation of calculation methods for 2-0 unsteady transports flow p0038 N76-18061	p0085 N74-E0404	Data variance due to different testing techniques p0180 N76-18370
transonic flow p0038 N76-18061 Unateady transonic flow p0038 N76-18062	A theoretical and experimental investigation of the	VASCULAR SYSTEM
in leady serudynamics for example, in helicopters	external-flow, jet-augmented flap development of semi-empirical mathod for predicting performance charac-	Pulse wave velocity over the vescular well as a means
[AGARD-R-848] p0039 N76-24146	tenstics p/2088 N74-20407	for distinguishing between different psychophysiological
Unsteady serodynamic prediction methods applied in seroelasticity p0039 N76-24147	Wind turnel testing with engine simulation for V/STOL	reaction patterns to a mental task pO21) N75-24302 VASODILATION
Some remarks on unsteady transomo flow unsteady	similarus - characteristics of wind tunnel apparatus and	Peripheral circulatory adjustment to cold human
serodynemics p0039 N78-24148	wind tunns) ribdets for tests of V/STOL aircraft configura-	vascular reaction in cold weather thermoregulation
Unsteady serodynamics of helicopter blades	tions pCG86 N74-20409 Sasto retained requirements for V/STOL propulsion and	pO049 N74-33636
wind tunnel lest techniques for the measurement of	dive-train components analysis of jet engine operating	Vibration injuries and cold exposure pOC49 N7.4-3354 investigations of the blood vessels electic expansion, heart
unsteady airloads on oscillating lifting systems and full-apan	parameters for exist and radial turbines	output, and heart thythm, basett on the messurement of
in data p0040 N76-24180	p0086 N74-20412	variations in the thorsulo electric impedance
anatody phenomens in turbomachinery	Aerodynamic interference between fuselage and lifting	pO230 N76-27834
AGARD-CP-177] p0096 N78-25169 The proutical importance of unsteady flow considering	jets enterping from its lower part effect of two high velocity lifting jets on induced tift and pitching moments	Direct lift control applications to transport sixcraft. A
turbomachines p0098 N76-25170	p0086 N74-20413	UK viewpoint p0002 N76-21231
Influence of unit . flow planomens on the design	Research toward development feasibility of an advanged	Comments on wind tunnel/flight compellauna at high
and operation of a anginus p0099 N78-28171	technology V/STOL propells: system · · · development and	angles of attack based on BAC one-sleven and VC10 excessors pO122 N76-25290
The Impact of unsteady phenomena on turbine engine design and development p0096 N75-25172	evaluation of boron-sluminum compound for propellar blades poces N74-20414	VECTORICANDIOGRAPHY polizz N76-25290
East flow from a transunic compressor roles	blades p0088 N74-20414 The influence of the control concept for V/870L engines	Changes in clinical cardiologic measurements associated
p0097 N75-28174	on their static and dynamic performance chalanterialics	with high + G sub s stress pO220 N77-11846
Unatedly phenomena in turbonas	p0088 N7A-20418	VELOCITY
Visualizations and measurements policy? N78-26178 Results of measurements of the unsteady flow in exist.	Integrated propulsion/energy transfer control systems for	Notes from hot jets velocity effects pO257 N74-22854
aubscrito and supersonio compressor stages	lift fan V/STUL eitereft ··· reduction of total propulation	VELOCITY MEASUREMENT
p0087 N/U-28178	system and control system installation requirements p0097 N74-20416	Laser velocimetry applied to transonic and supersonic
Analysis of unsteady flow in a till acres complessor by	V/STOL deflector duct profile study · · · analysis of back	serodynamics p.Q151 N77-11224 Supersunic velocity and turbulence measurements using
means of high-response pressure measuring techniques p0097 N75-28179	plessure gradient in ducted flow of exhaust gases against	a Fabiy-Peint interferometer p0182 N77-11227
Unsteady contributions to steady radial equilibrium flow	lift fun p0087 N74-20417	Recent applications of IBL of the laser velocimeter
equations p0098 N78-28181	Co - part thrust augmentors for V/STOL aircraft	messurements in turbulant flows p0162 N77-11228
Dynamic Internal flows in compressors with pressure maidistributed inlet conditions p0096 N78-25185	propulsion system configuration for V/STOL and gross flight using one angine p0087 N74-20419	Single scattering particle lawer Duppler measurements of furbulence p0152 N77-11230
maidistributed inlet conditions p0098 N78-28185 Axial flow rotor unsteady response to circumferential	Thrust performance of podded lift-fairs in crossflow	Flow field in the wake of a blunt body by lease Doppler
inflow distortions p0098 N76-25186	all set of increasing pross flow velocity on thrust deteriors.	anemometry p0164 N77-11245
Some current leasered in unsteady astodynamics. A	μ0087 N74-2042C	Investigation of a V-gutter stabilized flame by laser
report from the Fluid Dynamics Panel p0099 N78-25192. Some aspects on unsteady flow past sirfolly and case-	Cost of ownership for propulsion system of powered lift	anemonietry and achievan photography p0184 N77-11246
ades p0099 N76-25193	aircraft effects of development, acquisition, oparation and maintenance on aircraft engine cost factors	Simultaneous lase: measurements of instantaneous
A centede in chateady flow p0009 N76-25194	p0088 N24-20427	velocity and approentiation in turbulent mixing flows
The unsteady aerodynamic response of an atribit cascad-	the development and hight testing of the propulsion	p0184 N77-11247
to a time-variant supersonic infet flow field poose N78-2519-	system of the VAK 191 B V/STOL strike and reconnected to	A three-component lessr-Doppler-velocimeter p0184 N77-11246
Preliminary results for single autoil respon to large	averall p0089 N74-20432 Tachinest evaluation report on 42nd Propulsion and	Equiror analysis and the currelation of appeal with
nonpotential flow disturbances - considering bus	Energatics Panel Meeting on V/STOL Propulation Systems	Honalationary aerodynamics (20020 N77-11985
ressor mist flow p0100 N78-2819A	- proposale for future developments in V/STOL andress	VERTEERAL COLUMN Spirial Injury After ejection
An ob-rotor investigation of rotating stall in an Augil-flow- compressor p0100 N78-25201	and angines p0089 N74-20433 Tagainest evaluation of the Aerospace Medical Parisi	[AGARD-AR-72(FRI) DO228 N76 19799
The character of flow unsteadings and its influence on	Specialists Meeting on Escape Problems and Manuauves	VERTICAL PERCEPTION
steady state transums wind turne) means o ments	in Cumbat Aircraft p0043 N74-20787	Evaluation of roll axis tracking as an indicator of vestibul-
p0118 N76-25156 Unsteady pressures due to control surface fotation at	Advanced concepts for rotary wing and V/STQL augraft	wr/somato sensory function p0209 N78-23086 VERTICAL TAKEOFF AIRGRAFT
low appersuric spearly. Companyon between theory and	V/BTOL strenk control/display concept for maximum	Comparative appraisal of propulsion systems for VIOL-
superiment	operational effectiveness polo6 N74-31466	arteraft functional description and classification of arroraft
[AGARD-R-647] p0040 N76 32126 State-of the-art in unitedly sendynamics	V/STOL aerodynamics proceedings of conference on	Jet propulsion systems pD065 N74-20402 Recent technology attyances in thrust vectoring systems
[AUAMD-R-680] p0042 N77 14897	V/STOL aircraft design, development, and flight characteris- tics	austrant of thirst sentor control for sectoring standard
INSTRADY STATE	[AGARD-CF-143] p0023 N78-13795	with and without afterburning in life p0086 N74 204 10
Unsteady c redynamic prediction methods applied in	V/BTOL agradynamics. A review of the technology	Design option@ation of the VAK 1918 and its evaluation
geroelasticity p0039 N76-24147	p0023 N75-13798	based on results from the hardwess reelisation and test data pooss N74-31478
Serum and urine changes in mai ace mulatts following	Jet lift problems of V/870L arreraft p0028 N76-13811 US Air Force V/870L arreraft aerodynamic pradiction	Balasip in VTOL-fransition flight. A critical flight
proforged exposure to 12 Hz 1 B, Abration	mathoda p0028 N78-13817	condition and its prediction in simple wind tunnel tests
μΩ214 N28 27096	A review of the lifting characteristics of some jet tift	p0028 N78-13812
JOER MANUALS (COMPUTER PROGRAMS) Macros: An instruction concept change with improved	V/BTOL configurations p0028 N78-13619	Design and text of ejector throat augmentation configura- tions p0025 N75-13814
storage efficiency and program execution time	Baquirent for simulation in V/STOL research aircraft programs p0028 N75 13820	Ground effect on airfolls with flags or jet flags
p0248 N78-18280	Technical evaluation report on Fluid Dynamics Panul	μ0028 N75-13818
JEEN PROUIMENTS Determination of instrumentation requirements for USAF	Symposium on V/STOL Awadynamics	Measurement of tilt rolor VTQL rotor wake-airframe
ranges p0112 N76-23301	[AUARC AR-78] p0176 N75-19686	ground aerodynamic interference for application to real time flight ermulation pools N75-13818
The problem of optimization of oper benefit in accentific	The guidance and control of V/STOL aircraft and helicopters at right and in poor visibility - conference	Predicts n of serodynamic interference effects with jet-lift
and technological information transfer	proceedings	and fan-hit VTOL arcraft p0025 N75-13818
[AGAND-CP-178] p0270 N76 25098	[AGARD-CP-148] p0011 N75-30052	Sensors and filtering techniques for flight testing the VAK
Maximizing user benefit from a technical information center p0270 N76-25103	Research on displays for V/STOI, low level and IMC operations p0013 N75-30070	191 and VIW 614 allorah vertical takeoif alloraft
On the one of quantitative data in information science	Flight symbology sugmentation of sensor displays	p0005 N75 30005
p0270 N76-25105	p0013 N76-30071	US Navy VTOs automatic landing system development program profit N75 30081
User response to the SOI service developed at Auronauti	Interference problems in V/STOL testing at low appends	VERY HIGH PREQUENCIES
cal Hesearch Laboratories, Australia p0270 N76-25108	p0118 N76 25281 VSTOL wind lumiel model testing. An experimental	Service area prediction in the VHF and UHF bends
Listening to the user. A case study p0271 1178-25109	assassment of flow breakdown using a multiple fan	μ0284 N78-22077
information industrial in alreamenuper regional industrial in a reserve reserve.	model p0118 N76 28253	Medium distance aids UHF contributions is a series of the contribution of the capture and
p0271 N76-25110	Correlation of low speed wind tunnel and flight tast data	maj p0082 N78-32089
Industry documentation: A recessary evil p0271 N16-28111	for Vy STOL errorsh p0122 N76-28293 Flight measurements of the tangitudinal aerodynamic	Some considerations on possible new VHF low out radio navigation sids p0060 N76 32156
The yone of the user. His information heads and	charactenitics of a vectored thrust aircraft (HS-P1127)	VERY FOW PREQUENCIES
requirements (which are not what the information specialists	throughout the transition (V/STO), amounts	Access inspedence of a ground hased emitter in the
(hink they are) p0271 N78 26112	pO172 N76 25290	very low fraquiency domain p0283 N75 22072

A navigation monitor for VLF signals MODEO NZR 32157 VESTIBULAR TESTS Enest acceleration perception threshold determination with the use of a parallelawing p0210 N75-23097 in-flight linear acceleration as a mean of vestibular crow evaluation and habituation motion sickness in flying p0227 N78 - 9798 The influence of alcohol on some vestibular tests p0230 N76-27835 VHF OMNIRANGE NAVIGATION Oraphic area navigation with VOR/VOR and VOR/DME puts p0060 N76 32160 VIBRATION o0216 N25-27713 Modelling of systems with a high level of interna-uctuations --- motion associated with sepi---ted flow p0004 N75-29998 Physical aspects - ultraspund --- detected by magnetostriction and piezoelectric and ferroelectric transducer VIBRATION DAMPING Status of two studies on active control of sercelastic response at NASA Langley Research Center Flutter control by modification of an eigen value p0102 N74-25553

Aprilva flutter approximately p0102 N74-25554 Active flutter suppression on wings with external storas 00102 N74-26556 VIBRATION EFFECTS
AGARD flight test instrumentation series Volume 6
Open and closed loop accelerometers
[AGARD-AG-160-VOL-6] p0078 N74-33948 ມບບ78 N74-33948 Action of low vibration frequencies on the cardiovascular system of man p0214 N75-27692 Effect of low frequency serial vibrations on inocturnal ations on nocturnal p0216 N75-27712 VIERATION MODE Aerosonic games with the aid of control elements and ternally generated pulses p0258 N74-22652 RATION TEETS Structural identification on the ground and in flight including command and stability augmentation system interaction [AGARD-R-646] New structural testing methods p0200 N76-29666 New structural testing methods beard on non-proprieted excitation p0200 N78-29887 Digital time series analysis of flutter test data p0200 N78-29868 Nonlinear effects in alteralit ground and flight vibration ICAD.B.B.BADA B0074 N77-18034 VIBRATIONAL STRESS IBRATIONAL STRES

Whysiten injuries and cold exposure p0048 N74-33641

Vibration and combined stresses in advanced systems

[AGARD-CP-146] p0213 N78-27685

Altorew assessment of the vibration environment in

telicopters

Fruman exposure to whole-body vibration in military

vehicles and evaluation by application of 150/DIS 2631 10213 N75-27667 Crow parking and anomaly many in the whist The effect of the individual and combined stresses of vibration and sustained G on pilot performance po213 N75-27688. The effect of the individual and combined stresses of vibration and sustained G on pilot performance po213 N75 _7690. Effects of vibration stress on the cardiovascular system animals of vibration stress on the Carminessiciliar system animals animals po214 N76 27893 Laboratory studies on chronic effects of vibration posure p0214 N76-27694 exposure p0214 N75-27594 policy sarom and units changes in macace mulatte following prolonged exposure to 12 Hz, 1.5 g versation. relanged exposure to 12 Hz, 15 g extension po214 N75-2769/Rapid light vibration phenomena and spine fractures po214 N75-27696
Effects of vibration on the musculoskeletal system po214 N76-27697
The respiratory and matabolic effects of constant The respiratory and meraporal stress of politicle whole body viriging in man p.2214 N75-27698
A study of vibration, pilot vision and helicopter actions p.0214 N78-27699 Machaniams or vibration effects on arcrew Machinisms of vibration effects on allicease performance and physiological affects of combined stress including whiteiron of vertical vibration by M76-27701

Effects of division of vertical vibration beyond the Effects of duration of vertical subration bayond the performed ISO. "faigus-deceasing profilesings" time, on the performance of various tasks p0218 N75-27702 A review of homechanical models for the available of the significant varieties po218 N75-27708 M-dels of the cardiovascular system under whole body white the significant profilesing po218 N75-27708 (raws p0218 N75-27708 The ISO guide for the availation of human whole body white appears po218 N75-27709 Promosed limits for exposure to whole body vertical The ISO guide for the weather of the State o VIBRATORY LOADS Effects of transcent vibrations on human safety and po213 N75-27691

performance

VISCOUS FLOW

nental high lift optimization of multiple element

VIDICONS

lew light television systems --- construction, operation and application of various television systems p0250 N75-10783 VORTICES

On the Interaction between a shock wave and a vortex p0259 N74-22665 Computational methods for inviscid and viscous two-and-Vortex wakes of conventional aircraft [AGARD AG-204] pOQ32 N75-30106 Phenomenological investigations of separated flow using hydrodynamic visualizations p0037 N76-17067

A review of vortex diode and triode static and dynamic Navier Stokes entistions AGARD-AG-212 pD178 N76 11380 de son techniques n0 100 N76 2 1432 Sign techniques
Predictive techniques for wake vortex avoidance
p0086 N76-23214 VILCOUS FLUIDS Numerical methods for predicting subsonic transonic and supersonic flow
[AG//RDOGRAPH-187] US/UK vertex monitoring program at Heathirdw Airport for aircraft approach spacing p0066 N76-23216 00176 N74-28766 VIBIBILITY is its LLTY

Measurements of runway visual range p0057 N76 23219

Experiments and computational comparison of different methods for determination of vivual range p0204 N76-28829 VORTICITY FIGHTY
Persistence and decay of wake vorticity

µ0121 N76-25283 Dynamic incideling of aircraft fuel tank environments and vulnerability VULNERABILITY Measured visible spectrum properties of real ki-tospheres pO207 N76-29853 The influence of the atmosphere between helicopters and W ground-targets on the downward and upward visibility p0208 N78-29859 VISUAL ACCOMMODATION mental aludy of vision dimming in an animal p0242 N77-12718 WARER Determination of low speed wake block age corrections yis turned wall static pressure measurements p0118 N76-25236 Evaluation of the special senses for flying duties. Perceptual abilities of Landing Signal Officers (LSOs) Persistence and decay of wake vorticity p0121 N76-20283 Perceptual abilities of Landing Signal Officers (LROs) no210 N78-23093 Air-to-air visual terget acquisition p0210 N78-23094 Visual soutly of actigmatic subjects and finese to air force service p0210 N78-23096 A study of vibration, pilot vision and helicopter acidents non-piloting personnel p0214 N78-278-99 in-flight avituation of hand-held optically stabilized target acquisition devices p0242 N77-12717 ISBUAL AIDS WALKING Prailiminery research on body displacement during luter aniling \$237 N78.29728 p0217 N76-29726 MALL FRESURE

Addendum in a survey of correcting yiell constraints in transcolo windfunnels

The circulars of three dimensional separated flows in obstacle, boundary layer interactions

p0037 N76-17085

WALL FRESSURE VALL PRESSURE
An experimental study of the Intermittent wall pressure
bursts during natural transition of a laminer boundary
layer
livestigation of the instantaneous structure of the wall
pressure under a tubulant boundary layer flow VIBUAL AIDS ISUAL AIDS
The influence of visual experience and degree of stylization up height and distance judgement in attrast approach
scenses polz8 N76-29302
Visual side and eye protection for the exustor
[AGARD-CP-191] polz4 N77-2708
Integration of sylators eye protection and visual aids WARNING SYSTEMS on and visual aids p0241 N77-12710 Warning systems in airorah considerations for military operations p0231 N76-27854 A new analysis of spin, based on French expetience on combat eiterah p0108 N78-28800 The human at an adaptive controller p0239 N76-25788 combat airriaft
WASTE DISPOSAL VISUAL PERCEPTION ISUAL PERCEPTION

Opto-sectoroic systems Perceptual limitations and deplay anhancement p0212 N75-20783 Comparison of visual performance of monocular and hinnocular sylators during VFR helicopter flight p0227 N76-19793 Some practical considerations for parformance testing a sotic environments. Helimel incounted sights and displays. Epidemiologin risk fectors of flush-recycle tollers in po223 N75-14759 alturati WAVE DIFFRACTION Bending of rays of light allove the sea surface p0207 N76-29856 WAVE DISPERSION multiple scattering correction for lider system WAVE FRONT RECONSTRUCTION
Compensaled invasion p0231 N76-27853 Vision with the AN/PVS-6 night vision goget

Ground-referenced visual ortentation with imaging displays. Monocular visual bingular accommodation and judgments of relative size

VISUAL SIGNALS

Passive size vision pools N77-18085 VE PRIORI RESOURCE OF STREET Computer simulation or example of 2207 N76 -29951

How many pictures do you have to take to get a good p0207 N76-29851 WAYE INTERACTION /AVE INTERACTION
Introductory survey: Wave interaction in the lower ionosphere: A survey p0.186 N74-3.1836
Electron heating in the ionosphere by powerful grows wave interaction using a partially reflected probing wave p0.186 N74-3.1840 AL SIGNALS Passive and active atmospheric vision p0207 N78-29854 VJ-101 AIRCRAFT J-101 ARCHAET
Propulsion system of the VJ 101 C VTOL aircraft
Philosophy and practical expension or optimization of
vertical takeoff aircraft airframe and angine
p0088 N74-20428 WAVE PROPAGATION AVE PROPAGATION
A data ministe model of some boom propagation through
a turbulent otnicepture p0258 N74 22658
Tachnical review of EM wave propagation involving
irregular surfaces and inhomogeneous media
p0250 N78-22046 VOICE COMMUNICATION Characteristics of new generation military noise canceling morphoses or new generation military rose cancerants of ear Ozoe N75-23088
Objective electrophysiological measurements of ear characteristics, intelligibility of vowels and judgament of the stage of attention p0209 N75-23091 Mathematical theories of radio-wave propagation An Instonces survey propagation and instonces survey propagation and instonces survey propagation and radio-hastic media propagation in ducts and waveguides possessing irregular features. Full wave solutions propagation and screening irregular features. Full wave solutions propagation and screening intologogations waveguides and ductap261 N78-22085 Scattering out of the evaporation duct --- theory or beyond the horizon radio wave propagation p 2021 N78-22087 Propagation in oursed multimote cladded fibres. the stage of attention p0209 N78-2309 t An investigation of averalt voice communication systems as sources of insidious long-term acoustic hazards — noise p0228 N78-17798 Intensity in earphones
VOICE DATA PROCESSING Narrowband HP communication systems for digital 00185 N78-20320 VOLTAGE CONVERTERS (DC TO DC) The possible impact of DC aircraft power appoins on derivation of coupling coefficients for propagation modes in optical fibers pO251 N75-22058 the design of sylonic and other equipment onvision of the grant of the gr p0074 N77-18038 VON KARMAN EQUATION Collected works of Theodore VonKarman, 1952 1983 p0021 N77 18982 VORTEX BREAKDOWN verying media 90282 N78-22063
Remote probing techniques for inhomogeneous media 90282 N78-22084
Principles of radiologation p0082 N78-22087 raistence and decay of wake vorticity DO121 N76-25283 VORTEX GENERATORS The effect of vortex generators on the development of a boundary layer p0024 N78-13810 Principles of radiodestron optical wave fluctuations in the amosphere optical model for strong optical wave fluctuations in po208 N78-29832 Log-normal probability destribution of strong pradiance fluctuations An asymptotic analysis (7205 N78-29833 WAVE SCATTERING VORTEX RINGS On the generation of jet mines ... by large scale vortice ring structures interacting with uson other p0258 N74-22583 Differential formulas for diffraction problems in the VORTEX SHEETS resonance domain Preliminary results for single sirfoil response to large indepotential flow disturbances --- considering turbocompressor inlet flow p0100 N76-25198 WAVEQUIDES WAYQUIDES
Asymptotic techniques for propagation and scattering in
unbunageneous wayaguides and ductsp0251 N75-22055
WEAPON SYSTEM MANAGEMENT

p0021 N77-14988

Transversely Excited Atmosphera (TEA) development and applications p0021

Some experiments) observations of the refraction of ound by rotating flow p0287 N74-22651

WEAPON SYSTEMS		SUBJECT INDEX
Range instrumentation, weapons systems testing and	Wind characteristics in the planetary boundary layer	Numerical methods and windtunnel testing
related techniques	analysis of wind conditions at White Sonds Missile Range.	[AGARD-CP-210] p0018 N77-11969
[AGARD-AG-219-SUPPL] pO127 X77-72035 WEAPON SYSTEMS	New Mexico p0070 N75-15642 Use of radiosonde data to delive atmospheric wind shears	Operational use of computers associated with the Modene wind tunnels pOC18 N77-11971
The team leader's role in design to cost preliminary	for small shear increments p0070 N75-18644	Applications of the real-time data analysis system in the
design p0069 N74-32426 Head-up display optics application to weapon aiming	WIND EFFECTS Biodynamic Response to Windblest	Ames 40- by 80-foot wind tunnel p0019 N77-11972 Wind tunnel tests and serodynamic computations,
systems in military sircraft p0260 N75-10780	[AGARD-CP-170] pO217 N78-32716	thoughts on their use in serodynamic design
Principle and realization of aeronautical laser systems 	WIND MEASUREMENT	POOTS N77-11979 WIND TUNNEL TESTS
military purposes p0260 N75-10782	Use of radiosonde data to derive atmospheric wind shears for small shear increments p0070 N75-18644	An investigation of different techniques for unateady
Electro-optical systems [AGARD-LS-76] p0212 N75-26778	Remote probing of winds and refractive turbulence using	pressure measurements in compressible flow and compar- ison with lifting surface theory
Laser and low light level television systems	optical techniques pO207 N76-29852 WIND SHEAR	[AGARD-R-617] p0176 N74-18928
p0212 N78-26779 The application of displays in navigation/attack sys-	Effects of surface winds and gusts on virgraft deelign	Wind tunnel testing with engine simulation for V/STOL simplenes characteristics of wind tunnel apparatus and
teme p0212 N76-26780	and operation analysis of meteorological parameters for improved viroraly flight characteristics	wind tunnel models for tests of V/STQL sircraft configure-
Forward looking infrazed systems p0212 N75-26781 Helmet mounted sights and display systems	[AGARD-R-626] p0070 N75-18641	tions poose N74-2040s A review of current research simed at the design and
p0212 N75-26762	Wind characteristics in the planetary boundary layer ···	operation of large windtunnels · · · proceedings of conference
Opto-electronic systems Perceptual limitations and display enhancement pO212 N75-26783	analysis of wind conditions at White Sands Missile Range. New Mexico p0070 N75-15642	on wind tunnel testing techniques [AGARD-AR-68] p0109 N74-21899
Total quality implications of electro-optical displays	Use of redictionade data to derive atmospheric wind shears	Notes concerning testing time requirements in steady
p0212 N78-28784 Two world displays Human angineering sepacts	for small shear increments p0070 N75-18844 WIND TUNNEL APPARATUS	and unsteady measurements pO109 N74-31735 Review of some problems related to the design and
p0212 N75-26788	Wind tunnel testing with engine simulation for V/STOL	operation of low speed windtunnels for V/STOL testing.
Aircraft design implications of opto-electronic systems p0213 N76-26787	airpisnes ··· characteristics of wind tunnel apparatus and wind tunnel models for tests of V/STOL aircraft configura-	addendum [AGARD-N-601] و0110 N74-31741
Weapon delivery impact on active control technology	(ions p0086 N74-20409	V/STOL serodynamics proceedings of conference on
p0010 N75-30040 Technical evaluation report on the Guidance and Control	A review of current research either is the design and operation of large windtunnels proceedings of conference	V/STOL sircraft design, development, and flight characteris- tics
Panel Symposium on Precision Weapon Delivery Systems	on wind tunnel testing techniques	(AGARD-CP-143) p0023 N76-13796
EMS [AGARD-AR-74] p0083 X75-70573	[AGARD-AR-68] pO109 N74-21899 Experimental studies in a Ludwieg tube transporter	Wind tunnel investigation of three powered lift \$701. concepts p0023 N75-13789
Precision weapon delivery systems	tunnei pÖ109 N74-31736	investigation of externally blown flap sirfolls with leading
[AGARD-CF-142] p0063 X75-70874 Electromagnetic compatibility in military sizoraft	Application of the gasometer storage concept to a	adge devices and slotted flaps p0024 N76-13802 Presentation of serodynamic and accusatio results of
p0161 N76-16273	transonic windfunnel meeting the laws specification p0109 N74-31737	qualification tests on the ALADIN 2 concept
The type 664 HUD weepon siming system p0091 N76-17132	The design of high-Reynolds-number, transonio windtun-	p0024 N78-13803 Theoretical and experimental atudy of boundary layer
Range instrumentation, weapons systems testing and	neis: Some general principles p0109 N74-31738 WIND TUNNEL CALIBRATION	control by blowing at the knee of a flap
related techniques [AGARD-AG-219] p0110 N76-23283	Large Windtunnels: Required Characteristics and the	p0024 N75-13804 Progress report on mechanical fisps p0024 N75-13806
The evolution of test ranges and the changing require-	performance of various types of transonic facility [AGARD-R-616] p0109 N74-31733	Sidestip in VTOL-transition flight: A critical flight
ments they serve, an overview p0110 N76-23284 Standard procedures/measures of effectiveness for Air	Measurement techniques for jet interference affects	condition and its prediction in simple wind tunnel tests pOC25 N76-13812
Force operational test and evaluation (constant improve-	p0116 N76-25240 Comment on results obtained with three ONERA airplane	Measurement of tilt rotor VTOL rotor wake-sirframe
ment task 2) p0110 N76-23265 HM8: A position location system for modern military	dalibration models in FFA transports wind tunnels	ground aerodynamic interference for application to real time flight simulation p0026 N75-13816
weapons testing and evaluation p0111 N76-23294	WIND TUNNEL DRIVER	Prediction and analysis of the low speed stall characteris-
Near ground telemetry systems p0112 N76-23298 Role of simulation in operational test and evaluation	Application of the gasometer storage concept to a	tios of the Bosing 747 p0028 N75-22283 leolating nossie afterbody interaction parameters and size
p0113 N76-23303	transonic windtunnel mesting the laws specification p0109 N74-31737	effects: A new approach flight and wind tunnel tests
Definition and measurement of perceptual and mental workload in aircraws and operators of Air Force weapon	The design of high-fleynolds-number, transonic windtun-	with A 7 alreraft pO029 N75-23503 Reynolds number effects on boattall drag of exhaust
systems, u status report p023B N76-257B3	nels Some general principles p0109 N74-31738 Addendum to a survey of gorrecting wall constraints in	nozzles from wind tunnel and flight tests
On Improving the flight lidelity of operational flight/ weapon system trainers p0125 N76-29299	transonic windtunnels p0109 N74-31739	p0029 N78-23506 Altframs: Engine interaction for engine configurations
weapon system (rainers p0128 N76-29299 Analysis of air-to-air missile requirements and weapons	The ECT drive system: A demonstration of its practicability and utility p0113 N76-25215	mounted above the wing Fart 2: Engine jet simulation
systems effectiveness in an eli-combat maneuvering environment p0126 N76-29309	The Ludwieg tube. A proposal for a high Reynolds number	problems in wind tunnel tests p0030 N75-23512 Wind tunnel investigation of control configured vehicle
Application of manned air combat simulation in the	transonio wind tunnal pO113 N76-28216 WIND TUNNEL MODELS	aystems pOO71 N76-32100
development of flight control requirements for weapon delivery p0126 N76-29311	Wind tunnel testing with engine simulation for V/STOL	Wind tunnel test of a flutter suppressor on a straight wing p0071 N75-32102
WASI Weapon alming training simulator installation	airplanes characteristics of wind tunnel apparatus and wind tunnel models for tests of V/STO1 sireraft configura-	Limitations in the correlation of flight/tunnel buffeting
p0127 N76-29313 Matrix element display devices and their application to	tions p0086 N74-20409	tests p0017 N76-14026
airborne weapon systems p0083 N77-16058	Review of some problems related to the design and operation of low speed windtunnels for Y/STOL testing.	Improved Nozzle Testing Techniques in Transonic Flow [AGARD-AG-208] p017f N76-16367
WEAPONS DEVELOPMENT Precision weapon delivery systems	addendum	Description of tests carried out at Rolls Royce (1971)
[AGARD-CP-142] p0083 X75-70874	[AGARD R-601] p0110 N74-31741 Twin jet exhaust system test techniques integrating	LTO Bristol engine division p0178 N76-16369 Contribution of the National Aeronautics and Space
New propellants for testical weapons. Silenes. p0144-N77-11190	sirframe and propulation system for wind tunnel models	Administration Langley Research Center
WEAR TESTS	p0029 N75-23500 Active control of empenage flutter p0070 N75-32099	pO179 N76-1636h
Fretting wear of steal in lubricating oils nO147 NZS-22503	Free-flight techniques p0032 N78-16022	The influence of model external geometry p0179 N76-16366
p0147 N78-22503	Cinematographic atudy of separated flow regions p0037 N78-17088	Fore- and althody flow field interaction with consideration
Weather hazard simulation in the Modane wind funnels	Determination of low speed wake block age corrections	of Raynolds number effects p0160 N76-10371 Wind turnel text techniques for the measurement of
WEIGHT ANALYSIS	via tunnel wall statio pressure messurements p0116 N76-25235	unsteady airloads on oscillating lifting systems and full-span
Project weight prediction based on advanced statistical methods p0057 N74-31475	Improved displacement corrections for bulky models and	models p0040 N76-24150 Wind tunnel design and testing techniques
Some approximation concepts for structural synthesis	with ground simulation in subsonic wind tunnels pot 16 N76-25236	[AGARD-CP-174] p0113 N76-25213
[NABA-CR-140937] p0196 N75-12359 WELD STRENGTH	interferometric measurement of model deformation	A low-correction wall configuration for airful testing
NDI of welding p0189 N76-16479	p0117 N76-25247 VSTOL wind tunnel model testing. An experimental	p0115 N76-25234 Nacelle-auframe integration model testing for nacelle
WILDASILITY Weldability of hot isomatically pressed prealloyed (itention)	assassment of flow breakdown using a multiple fan	simulation and measurement accuracy p0116 N76-25236
EAI-4V powders p0141 N77-15175	model pötis N76-25253 High pitch rates for use in short duration wind tunnels	Air driven ejector units for engine simulation in wind tunnel models p0116 N76-28239
WELDED JOINTS NDI of welding p0189 N76-16479	pO119 N76-25258	Measurement techniques for jet interference effects
WESTLAND WHIRLWIND HELICOPTER	Systematical investigations of the influence of wind tunnel turbulence on the results of model force-messurements	pO118 N76-25240
The operation of helicopters from small ships p0230 N76-27848	p0119 N76-28259	Investigations on a plate with uniform boundary layer auction for ground effects in the 3 m x 3 m low speed
WHISTLERS	Comment on results obtained with three ONERA airplane calibration models in FFA transonic wind tuninels	wind tunnel of DFVLR-AVA pO116 N76-25241
A self-consistent theory of triggered VLF emissions	p0119 N75-25268	High frequency gust turned pO116 N76-25242
p0157 N74-31829 Whistiar Triggered emissions p0157 N74-31830	Comparisons of liight measurements with predictions from aeroslastic models in the NASA Langley Transcolic	A laser-dual-focus velocimeter for wind tunnel applica- tions pO117 N76-25248
Nonlinear wave modulation of whistler waves	Oynamics Tunnel p0120 N76-26276	Dasign and construction of the alpha jet flutter model
p0157 N74-31831	Some sercelastic distortion effects on aircraft and wind tunnel morials p0120 N76-25278	p0117 N76-25249 Magnetic suspension techniques for large scale serodyna
Nonlinear magnetoionic effects in the magnetoguiding of whiatlers p0157 N74-31832	Application of the computer for on-site definition and	mio testing points in techniques for large scale serodyna
WIDEBARD COMMUNICATION	control of wind tunnel shape for minimum boundary interference p0019 N27-11975	Interference problems in V/STOL testing at low speeds
Arribonia low-VHF antennas p0170 N74 31890 Multimode netting by wideband gable	Adeptation of the Jupps method to a wind tunnel with	p0118 N76-25251 The removal of wind tunnel panels to prevent flow
p0208 N77 18944	variable permeability p0019 N77-11976 Experiments planned specifically for developing turbul	breakdown at low speads p0118 N76-25252
WIND (METEOROLOGY)	ence models in computations of flow helds around aerodyna	VSTOL wind tunnel model testing. An experimental assessment of flow breakdown using a multiple fan
Effects of surface winds and gusts on atroraft design and operation - analysis of meteorological parameters for	WIND TUNNEL STABILITY TESTS	model p0118 N76-25253
improved aircraft flight characteristics	Stall behavior and spin estimation mathod by use of	Further evidence and thoughts on scale effects at high
[AGARD 8 826] p0070 N75 15841	rolating balance measurements p0107 N76-29253	subscrite speeds p0118 N78-25254

The character of flow unsteadiness and its influence on

steady state transonic wind tunnel measurements p0118 N76-25256 Fluid dynamic research at NASA-Ames Research Center related to transonic wind tunnel design and testi DO119 N78-25257 Flight/ground testing facilities correlation
[AGARD-CP-187] p0119 N76-25266 Comparative two and three dimensional transonic testing in various tunnels DO119 N76-25267 WIND VELOCITY Special wind tunnel test techniques used at AEDC p0120 N78-25270 Prepared comment on the constraination Reynolds Dynamic simulation in wind tunnels, part 1 p0120 N76-25275 number data correlation study WING LOADING Comparisons of flight measurements with predictions from sercelastic models in the NASA Languagy Transport Dynamics Tunnel p0120 N76-25278 Comments on measuring techniques for unstead, p0120 N78-28277 derivatives

Flight measurements of helicopter rotor aerofori characteristics and some comparisons with two-dimensional wind
tunnel results

po 121 N76-25204 WING OSCILLATIONS Experience in predicting subsonic aircraft characteristics from wind tunnel analysis p0122 N75-26289
Comments on wind tunnel/flight comparisons at high angles of attack based on BAC one-steven and VC10 experience Comparison of model and flight test data for an augmenter-wing STOL research sincraft p0122 N76-25292 tor-wing 8TOL research alterate pol 12 N75-22592
Correlation of low speed wind tunnel and flight test data for V/STOL acreat pol 12 N75-25293
A brief flight-tunnel comparison for the Hunting H 126 pil flag affectal pol 12 N75-25293
A brief flight-tunnel comparison for the Hunting H 126 pil flag affectal pol 12 N75-25294
Comparison of serodynamic coefficients obtained from theosetical acticulations, wind tunnel seets and flight tests data reduction for the Alpha Jet secrat pol 12 N75-25298
Comments on some wind tunnel and flight experience of the post-buffet behaviour of the Herrier sucrett pol 12 N75-25297
Flight/tunnel comparison of the installed drag of wing mounted stores — on the Buccanier storett pol 12 N75-25300
Comments on wind tunnel/flight correlations for asternal WING PROFILE p0 123 N76-28300
Comments on wind tunnel/flight carefulations for extensions lores jettleon tests on the F 104 S and G 91 Y sincreft p0 123 N76-28302
Analysis of the companion between flight tests results and wind unnel tests predictions for subsonic and supersonic stransport aircraft policy and wind tunnel test predictions in subsonic and supersonic transport siroraft [NASA-TT F-17185] p0073 N77-10049 Application of the duel-scatter laser velocimeter in trinstance flow research WIND TUNNEL WALLS
Experiments with a self-correcting wind tunnel wind tunnel go 114 N7G-28224
Adaptive wall transonic wind tunnels A tow speed self streamlining wind tunnel p0114 N76-28228
A low speed self streamlining wind tunnel p0114 N76-28228
The effect of finite test section tength on wall interference 2-D ventilitied wind tunnels The effect of finite test section tength on wall interference in 2-to ventified wind tunnels pol 14 N76-25227 loftwence function method in wind tunnel well interference problems politics with the problems politics with the problems politics with tunnels politics with tunnels politics with tunnels politics with tunnel well tunnels politics with tunnel well tunnels politics with tunnel well tunnel wel Two-consensional tunnel wall interference for multielement aerofolis in ricompressible flow
p0.15 N.76-25233
A low-correction wall configuration for airfoll testing
p0.115 N.76-25234
Consello fluctuations generated by the ventilated walls
of a transport wind tunnel
p0.116 N.76-25237
Comments on wall interference-control and corrections commants on wall interference control and corrections p0120 N76-28273 Bome results from an investigation of the slot flow in a Bome results from an investigation of the slot flow in a transport slotted test section well, prepared comment policion in the section will be sectional transport test sections by using computer parametric studies test sections by using computer parametric studies test sections by using computer parametric studies test some flow including wind tunnet well offsets pO020 N77-11984 WIND TUNNELS DO020 N77-11984 WIND TUNNELS AQARD highlights, March 1974

[A JARD-HIGHLIGHTS-74/1] pO001 N75-14710
A further raview of cultrent research aimed at the design and operation of large wind tunnets [AQARD-AR-35] pC110 N76-11110 Wind tunnet design and testing techniques Introduction to winter survival ... winter aurvival shalter suineering p0049 N74-33537 engineering NG Measurement of Interwiting coupled holes p0163 N76-16292

Technical evaluation report on the Fluid Dynamics Panel ymposium on Wind tunnel Design end Testing Techni-[ACARD-AR-97] PUTEZ RIFO-SOLU-Heview on high speed applications of laser enemoments in France and Germany Solutions of measurements of the perturbation field in a wind turnel to improve simulation. pO127 N76-30236 USAF non-combat ejection experience 1968-1973 incidence, distribution, significance and mechanism of flat injury -- related to serodynamic forces pQ217 N78-32717 US/UK vortex monitoring program at Heathrow for aircraft approach apacing p0058 476-23215 Compatibility of take-off and landing with mission and mandeuvre performance requirements for lighter arcset. for fighter atteratt p0001 N78-21221 Wind tunnel test of a flutter suppressor on a straight ind p0071 N/5-32102 VING OSCILLATIONS
Alteraft dynamic response associated with fluctuating p0026 N75-22286 pre-staff behavior of combat aircraft p0027 N75-22286 appealaists Meeting in Wing-with-Stores Flutter [AQARD-CP-162] p0031 N75-28011 [ACARD-CP-162] p0031 N75-28012 (ACARD-CP-162) p0031 N75-28014 p0031 N75-28015 p0031 N75-28014 p0031 N75-28014 p0031 N75-28015 p0031 N75-28016 p00 Calculation of aerodynamic loads on oscillating wing/ store combinations in subsenic flow p.0031. N78-280.8 Analysis of measured aerodynamic loads on an oscillating wing-store combination in subsenic flow pOC31. N78-28018 Appraisel of wing serodynamic design methods for subsonic flight speed p0065 N74-26451 Predicting the meximum lift of Jet-flespeet wings p0023 N78-13798 The flow around a wing with an external flow jet flap p0023 N76-13801 VING PROFILES

Unsteady shock wave-boundary
profiles in transante flow
profiles in transante flow
profiles in transante flow
profiles in transante flow
profiles for the optimum location of a nacelle shaped
body on the wing of a wing-body configuration by invisicid
flow analysis
Specialists Meeting on Wing-with-Stores Flutter
profiles for wings equipped with large engines in pod
profiles for wings equipped with large engines in pod
profiles for wings equipped in flow
profiles from the profiles flow
profiles from the profiles flow
analysis of measured secodynamic loads on an oscillating
wing-store combination in subsonic flow
profiles for the pro p0031 N78-28016 Wing with stores flutter on varieble as Wing with stores flutter on varieble sweep wing airoph
p001 N78-28017
A parametric study of wing store flutter
p0031 N78-28018
Recent observations on external-store flutter Recent crisivals methods for wing-store flutter
p0031 N78-28020
The many facets of 3D transports shock induced separap0038 N78-17070 Active flutter suppression on wings with external stores p0102 N74-28555 Detailed experimental and theoretical analysis of the p0123 N78-28300

A straight forward computer routine for system cable EMI analysis p0164 N76-16296

A physiological comparison of the protective value of ryton and wool in a sold strutonment p0049 N74-33840 WORK CAPACITY
Simulation and study of high workload operations ... psychophysiological attacts on air craws
[AGARD-CP-146]

[AGARD-CP-146] p0236 N75-12567 Bystems simulation: A global approach to siturew workload --- computerized systems analysis

A simulator study to investigate human operator work-Laboratory research into human information processing ... pilot workload modeling p0236 N76-12590

p0230 N75-12588

WOOL

Wind tunnel design and testing techniques [AGARD-CP-174] nO113

Wind tunnel design and testing techniques [AQARO-CP-174] p0113 N76-28213 Weather hezard simulation in the Modane wind tunnels p0117 N76-28244 A leser-dual-focus velocimater for wind tunnel applications policy for the district of the Davelopment of the United Technologies Research Center Accounting research tunnel and associated fest techniques.

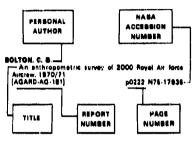
Evaluating measures of workload using a flight simulator of the policy of missile control performance as a function of conduction workload which seems to expect the policy of the polic facing the operational commander pp237 N78-12895 in all weapons system pp237 N78-12895 Endocrine-metabolic indices of airorew workload. An analysis across studies pp237 N78-12598 Emotional and biochemical effects of high work-load in pilot landing performance pp237 N78-12898 Long range air-to-sir ratuelling: A study of dury and beep pattern pp238 N78-12600 High workload tasks of airorswin the lactical strike, attack pp238 N78-12601 mign workload teaks of airdiswin the lectical kitike, attaand reconsisteance roles p0238 N78-1260
WORK PUNCTIONS
Measurements of the control capacity of ATC system WORKLOADS (PSYCHOPHYSIOLOGY)

Definition and measurement of perceptual and mantal workload in sincrews and operators of Arr Force weapon systems. a status report 00058 N76-23228 X X RAY ANALYSIS
Roentgenographic evaluation in fatal sincreft accidents p0235 N77-17729 X RAY DIFFRACTION DO169 N76-16471 X-ray diffraction
X RAY INSPECTION DO189 N78-16469 Hadiography X HAY STRESS MEASUREMENT The non-destructive measurement of residue stresses DO189 N78-16478 X-22 AIRCRAFT The afficient application of digital identification techniques to flight data from a variable stability V/570L aircraft p0007 N75-30024 Y VAW Effect of yew damper on lateral gust loads in design of the L-1011 transport p0102 N74-25551 YC-14 AIRGRAFY Use of the flight simulator in YC-14 design p0124 N75-29294 VP-16 AIRCRAFT

PERSONAL AUTHOR INDEX

AGARD INDEX OF PUBLICATIONS (1974 - 1976)

TYPICAL PERSONAL AUTHOR INDEX LISTING



Listings in this index are arranged alphabetically by personal author. The title of the document provides a brief description of the subject matter. ALLEN, G The report number helps to indicate the type of document cited The page number identifies the ALLEN, M. M. page in the abstract section (PART I) on which also-fraing of powder matallurgy superalloys for advenced turbine eagins applications p0140 N77-15164 the citation appears while the NASA/accession ALEM, N. W. number denotes the number by which the citation is identified on the abstract page. Under ALLEN, T. J. each author's name, the accession numbers are

Amplitude scintillation observations and systems applica tion AANONS, J. p0164 N76-20304 ARBINK, P. J. A methematical model for the analysis of navigation system errors of modern fighter stroraft p0082 N78-32172 Development of photon correlation anemometry for polication to supersonic flows p0152 N77-11231 application to supersonic flows BBL. 1.

Status of two studies on scilve control of sercelasing response at NASA Langley Research Canter p0102 N74-25553 ABRAMS, C. R.
The ASSET (Advanced Skewed Sensory Electronic Tried)
p0010 N78-30043 ACKERMAN, J. B Design technology for departure resistance of fighter craft PO106 N76-29250 aircraft Basic research requirements for V/STOL propulsion and ive-train components p0086 N74-20412 drive-train components ADAM, V.

The use of a flight simulator in the synthesis and The use of a ringin annual control concepts evaluation of new commant control concepts p0124 N78-29291 ADAMCZYK, J. J. The passage of a districted velocity field through a cascade of airfelia p0100 N78-25199 Avience flight control subsystem design and integration in the C-B suplane p0088 N74-31482 Computer-eideri design of control systems requirements number research [L-10032]

Prediction of the optimum location of a nacelle shaped body on the wing of a wing-body configuration by inviscid flow analysis p00:30 N78-23510

ättänged in ascending number order. stems to maet inany p0103 N74-31434 DOI 13 N76-28214 The prediction of the behaviour of axial compressors near p0100 N76-25203 The lonospheric propagation of the modulated wave: carrier frequencies far from and varying around the gyrofrequency p0169 N74-31844

AIKEN, W. S., JR. Tachnical evaluation report on AGARD flight Machanics Panel Symposium on Flight in Turbulence [AGARD AR-87] p0 p0064 N74 20639 AIRHART T F DO288 N77-10981 Applications Alphanumeric

AJIOKA, J. S. JIOKA, J. S. Investigation of characteristics and practical implementa-tion of arbitrarily polarized radiators in slot arrays p0174 N74-31707

ALBANESE, R. A.
The correlational structure of traditional task measures and engineering analogues of performance in the cognitive p0238 N76.25784 men. The human as an adaptive controller

The effects of two stressors on traditional and angineering enalogues of cognitive functioning p0240 N76-25793 ALEXANDER, J. A. Forumer and A. Forumer and A.

Forming useful directionally solidified composite shape: p0130 N75-11040

ALLAN, J. R.
Thermal problems in military air operations p0231 N78-27863 Thermal problems in high performance aircraft p0232 N75-27805

whole body vertical p0218 N75-27709

Evaluating biodynamic interference with operational news 80216 N75-27707

The Importance of direct personal comm transfer of technology p02 ommunication in the

Proficiency training of pilots and controllers participating in RNLAF missions by the use of a simulator p0127 N76-29314

AMBLER, R. K. impact of multivariety stratysis on the aviation selection and classification process p0211 N75-24306

AMZALLAG, C.
Mechanical parameters (latigue and toughness) of certain
michael attanoth steel alloys p0137 N76-18274

ANASTAGEIADIS, M.
Long range VHF transequatorial for the Europeon-African
path, a review of time delay measurements DO105 N76-20310

A commutation on antenna systems covering standard roraft and balloons p0171 N74-31686 aircraft and balloons ANDENS, R.

An Improved measuring technique for investigations of ne near field region of entennes p0173 N74-31703 the near field region of entennes ANDERSON, C. A. The stall/spin problem - American Industry's approach n0106 N75-29247

Aviator performance Biomedical, physiological, and psychological assessment of pilots during extended helicopter hight p0229 N76-27827 ANDERSON, G. Y.

Supersonic mixing and combustion in parallel injection tinu fields ANDERSON, K. L.

Thermogenetic mechanisms involved in man's fitness to resist gold exposure pC049 N74-33536 ANDERSON, P.
Peripheral Vision artificial horizon display

p0216 N76-27703 ANDERSON, P. J. The Malcolm Horizon p0083 N77-18084

ANDERBON, R. E.
Transionuspherio effects on range
VHF messurements at p0164 N76-20307 ANDERSON, B. S.

Stability and control harmony in approach and landing p0002 N75-21227

ANDERSON, W. J.
Aerospace fluidies applications and elecuit manufacture
p0181 N76-21445 ANDRAE, B. O. High spend ejections with SAAB DO218 N75-32726

ANDREN, R.
A data network in the documen on and library area p0264 N76-23374

AND REMUCCI. M Problems in fault diagnostics and condition monitoring The use of ronkets against crash first in airport areas p0047 N76-14079

ANDRES, J RES, J New technologies and maintenance of halicopters p0068_N74-31478

ANDREWS, G. A., JR. 00170 N74 31679

ANGEL, R.
Air driven ejector units for engine simulation in wind tunnel models

p0116 N78-25238

ANGELINI, J.
Flutter control by modification of an eigen value p0102 N74-28554

APEL C.
Coccidioidomycosis and syletion p0224 N76-14768 Histology in electaft ancident reconstruction p0234 N77-17718

Clarification of a fatal helicopter ground accident through modical matheria po235 N77-17727 forensic medical methods

Incipient separation of a compressible turbulent boundary
p0035 N78-17050 laver

APRHYS, T. L. ASW radar antennas p0170 N74-31679

ARSEY, M.
Correlations between far field acoustlo pressure and flow characteristics for a single sirfoli p0256 N74-22647

ARMENDARIZ M. Wind characteristics in the planetary t

ARNBAK, J. C.
Ground-loss profile slony a multi-section ection path of a sky p0253 N76-22071

ARNOLD, D. B.

Rene 95 powder metallurgy opportunities for gas turbine splications p0140 N77-15166 applications ARNUSH, D.

Modeling of ionospheric parametric interactions in the QUIPS device p0166 N74-31820 Theory of double resonance parametric excitation in the Theory of double resonance parametric excitation in the ionosphere p0166 N74-31923

Type 1 Irregularities in the suroral and equatorial electrojets p0187 N74-31926

ANIINARALAM. V

ARUNARALAM, V.
Laboratory experiments on parametric instabilities and plasma heating in a magnetic field p0156 N74-31619 ABHBROOK, R. L.
Directionally solidified composite systems under evaluation p0130 N75-11042

BMILL P. R.
A theoretical and experimental investigation of the external-flow, jet-sugmented flap poods N74-20407
The flow around a wing with an external flow jet flap poods N75-1-3601

ASPIN, W. M.
COMED: A combined display including a fuel electronic facility and a topographical moving map display p0082 N78-17134

ATHANASSENAS, G.
Air uperations and circadian performance rhythmi D0239 N76-25787

Application of modern control theory to scheduling and path-stretching maneuvers of stroraft in the near terminal area p0061 N78-32063

ATRAGHJI, E. High pitch rates for use in short duration wind tunnels p0119 N75-25258

ATTER, D. ER, D. Developments in the MADGE landing aid p0014 N78-30075

ATTWOOLL, V. W. The optimisation of traffic flow around a network pooss N78-23205

AUDONE, E. Measurement of interwiting coupled noise p0183 N78-16292 AUDBLEY, D. M.

On-line networking between information centres in p0286 N78-23378

Spinal injury at [AGAND-AR-72] p0222 N76-23160 AGRID-AR-74)
Action of low vibration frequencies on the cardiovascular stem of man p0214 N75-27692 system of man p
Repld flight vibration phenomena and

nd spine frectures pD214 N76-27686 Injuries observed following high-speed ejections in the

Franch Air Force pocular pocular pocular injury after ejection p0217 N76-32/21 Ripidal injury after ejection p0218 N76-18789 Application of flight stress simulation teuliniques for the medical evaluation of allorew personnel D0229 N76-27826

Aliguer, A.
Composite materials design from a perspective
AULENLA, F.

Revnolde number effects on foreand affibody pressure nOO28 N75-23497

1-65

14

1 9

11

Fore- and effbody flow field interaction with consideration of Reynolds number effects pO180 N78-18371 AURIGL, A. Flow of solid particles in gazes Flow of solid penicies in war-(AOARD-AG-222] p0182 N77-12304 UBMAN, J. 8 Development of a system for scoling simulated bombing p0127 N76-29312 runs AUVINET, J. Possible utilization of electron scan microscopy study of composite insterials with origanic matrix study of composite insterials with origanic matrix.

Messurement and entertials of electronic and toric gases and to a suppose the control of electronic color installing. resulting from the combustion of vicinit cabin fin materials possibilities of ultray a watering pictade N78-1407.1 The possibilities of ultray a watering affection microscope for the study of colog stag assessment having an organic MBITIK [MAE-LIB-TRANS-14"^} AVEDON, D. M.
Micrographics and Culff A says and the set and market postos N77-10946 report
AVERY, J. G.
Biructural integrity requirements for projectile impact damage; an overview
AVITABLE, J. J. Determination of instrumentation requirements for USAF p0112 N76-23301 В BACHALO, W. D. instend boundary layer separation in superiodized by the property in the property of the prope serodynamics SADGER, D. W. Laboratory studies on chronic effects of vibration specified by 175-27684 Serum and urine changes in macca mulate following rolonged exposure to 12 Hz, 1 5 g vibration p0214 N76-27685 The design of wide band notch serials and some applica-ons to avionics p0172 N74-31694 BAHAR, B.
Propagation in ducts and wavaguides possessing irregular features. Full wave solutions pO281 N75-22084 MAILLY, N.
Laser Raman diagnostics of serodynamic flows and
p0183 N77-11234 Rames
SAIRD, S. F.
Mecent observations on external-store flutter
p0031 N78-28019 BAIRD, R. B.

Bummary of the discussions on structural design technol-OGY [AGARD-AR-99] B0200 N77-17827 Micrographic fundamentals BAKER, T. The measurement programme OPAQUE of AC/243 (penel IV/RBQ 8) on sky and terrain radiation p0204 N76-29828 BALDOCK, J. C. A.
Calculation methods for the flutter of strongh wings and p0031 N75-28012 BALDUS, W. Fog dispersal at airports, the state of the sit and future ends p0058 N76-23216 PALDWIN, B. 8.
Numerical techniques for the solution of the compressible security and implementation of turbulence polyry N75-31387 models

BALDWIN, N. A.

Application of digital fly-by-wire to fighter/attack p0105 N74-31448 BALFOUR, A. J. C. Fatal halloopter eccidents in the United Kingdom p0235 N77-17728 BALL N. G. interactive conflict resolution in air traffic control p0055 N76-23207 BALL W. F. The application of ring leaving technology to low-cost inertial navigation pO01 N76-32182 SALL W. H. Accounting of serodynamic forces on elirfame/propulsion systems pO030 N76-23507 BALLO, J. M. The Interpertation of precentage saturation of calbon monoxide in alreraft-accident fatalities with thermal injury p0234 N77-17721 Accident reconstruction from enalysis of injuries p0234 N77-17724 A language for the specification of real-time computer-based systems BALSTON, D. M. p0248 N78-16270 ANDEREN, L.E. The field artillery fire direction center as a laboratory and field sitess-performance. Model 1: Position paper 2 Progress towards an experimental model p0229 N76-27829 BANNISTER, J. D Some navigational concents for remotely piloted vehic p0058 N76-J2153 BARBANTUNI. E. Comments on wind tunnel/flight correlations for external stores jettison tests on the F 104 S and G B1 Y storaft p0123 N76-28302 BATT, J. R.
A discretized program for the optimal design of complex structures p0197 N75-12362

BARBER, D. L. A. International data communications: Prospects and p0287 N77-16935 SAUER, C. K. International information systems for physical scientists p0283 N74-27483 BAUER, R. W. IBOT, A. Evolution of turboreactor control systems p0091 N76-23688 US Army experience in low-level night night nO012 N76-30067 Simulation techniques for turboinschines p0081 N75-73591 BAUERPEIND, K.
The influence of the control concept for V/STOL engines Diagnosis of the functional state of a motor by modeliza-n/0094 N78-31086 on their static and dynamic performance characteristics p0086 N74-20416 p0068 N74-20416
PRAC A new serp ges turbine engine control concept
p0061 N79-23584
Power plant controls for sero ges turbine engines
[AGARD-AF-8D]
p0062 N76-30181
Artrait gas turbine cycle programs Requirements for
cumpressor and turbine performance prediction. tion Jet lift problems of V/STOL aircraft p0025 N75-13B11 Some low speed aspects of the twin-engine short haul irrest VFW 514 p0002 N75-21230 BARCIAY, L.W. RY, L. W. Ionospheric storm model used for forecasting p0165 N76-20314 p0101 N78-26209 Bhip-shore communication at short ranges p0166 N76-20319 INN, MR.
Comparative two and three dimensional transonic testing
Perious tunnels p0119 N76-28287 In various tunnels In various tunnes politie rive accor

AZE/GOGNI, E.

Stell behavior and spin estimation method by use of notating balance measurements

BEATRICE, B. B.

Couler effects of laser redustion chember

Couler effects of redistion Retins poliso N76-11311 PUTTER N79-20219

Analysis of the comparison between Right tests results and wind tunnel tests predictions for subscrite analysis of the comparison between Right tests results and wind tunnel tests predictions per subscrite analysis of comparisons between Right test results analysis of comparisons between Right test results and subscriptions. and wind tunnel test predictions in subspace and supersonic MANAGE SIGNA BEAU, A.
Electric generation and enboard networks in modern p0078 N77-18038 transport eircraft | NARA-TT-F-1718E| n0073 N77-10049 BARDSHAR, F. A.
Air combat maneuvering range displanes

BEAUMAIN, 6.

Bifects of static moments from rockets or asymmetric loade on aircraft spins p0108 N78-29289 nO112 N78-23300 AR COMOS: management of the control of the composition of the composit BECKER, A.
Telemetry p0078 N74-25843
BECKER, J.
Optice for peakive viewing devices p0280 N78-10781
BECKET, W. A.
The ECT drive system: A demonstration of its predicability. ARNES. A. G.
Handling quilities specification deficiencies
[AGARD-AR-88]
The growing contribution of flight simulation to alterafs
stability, control and guidance problems
p0124 N76-29288 BARMER, F. H. ECKMANN, G.
The ssymptomatic silent myocardist infarction and its aignificance as possible aircraft avoident cause p0234 N77-17719 Maxaurament of periodic flows using laser Doppler relation techniques p0152 N77-11232 BABUIS & B BECKMANN, P.
Modeling of rough surfaces p0280 N78-22049
BESS, R.
Ground effect on sirfolis with Reps of jet Reps
p0075 N78-13815 BECKMANN, P. The transmission of angular acceleration to the head in the seated human subject p0213 N75-27689 BAROM. A.
The effect of vortex generators on the development a boundary layer p0024 N75-138 BEGELINGER, A.
Surface distress of copper alloys in constant with steel under festing conditions p0146 N75-22486
BEIGENMENZ, H. J.
Some lows speed aspects of the twin-engine short haul p0002 N75-21230 p0024 N75-13810 US Army medical in-flight evaluations, 1965-1976 p0227 N76-19790 BARRETT, J. N. The flight development of electronic displays for V/STOI. sproach guidence p0013 N75-30068 approach guidence p0013 N75-30068
BARROIS, W.
Service failures and taboratory tests p0194 N74-23432 The turbulence amplifier: Static and dynamic characteris-p0180 N78-21433 An Integrated target control system p0111 N76-23286 A short survey on possibilities of fatigue life assessment of alicreft structures based on random or programmed fatigue tests p0194 N74-23433 or aircrent effectures based on /andom of programmed feltips tests

BARROIS, W. G.

Manuel on fettigue of atructures. Volume 2: Causes shd prevention of atructural damage. Chapter 6: Fretting: correction framage in alluminium alloys

[AGARO-MAN-9-VOL-2]

p0138 N76-17226 .k. J. K.
On the analysis of supersonic flow past oscillating
police N76-28187 On the americal policies of the second polici BARNY, G. Techniques for real-time MF channel measurement and communicate transmission p0166 N76-20315 BELROSE, T. C. optimulin data transmission.

BARSGHD0RFF, D.

Theory of periodic turbomachine noise and determination of blade damage from noise spectrum measurements p0094 N75-31087 ELROSI, T. C.

Automatic Inspection, Disgnostic And Prognostic System
(AIDAPS): An automatic maintenance tool for helicup-ters

p0094 N75-31088 BELZ. R. A. Interferometric measurement of model deformation BARTELS, P. Problems of V/BTOL strongly connected with the propul-BENNENS B.
Celculation of Jerodynamic loads on oscillating ving/
store combinations in subsonic flow p0031 N78-28018
BENNETT, G. E.
AGARD flight test instrumentation series Volume 8
Magnetic recording of flight test data
[AGARDOGRAPH-180-VOL-5] p0077 N74-18833 alon system as experienced on the Do 31 experiments: trinsport alreads pools N74-20430 SARWOOD, A. J. WOOD, A. J. Clearance of ejection path by the use of explosive cord pOU44 N74-20765 Minolples and problems of high speed ejection p0231 N75-27858 BENNETT, M. H.
CRT's for electronic alrhome displays NLE P. E. A design procedure utilising crossfeeds for noupled utilized systems p0103 N74-31435 00079 N78-1711E inultiloop systems BASIN, M. BENDIT, A A survey of modern air traffic control, volume 1 [AGARD-AG-209-VOL 1] p0080 N78-32047 Aircraft trajectory prefliction data for ATC purposes p0081 N78-32064 Experimental study of vision dimming in an animal DO242 N77-12716 BARBETT, K. SERTT, K.
A fly-by-wire flight control system for decoupled manual police N74-31443 A survey of modern at traffic curthol, volume 2 [AGARD-AG-208-VOL-2] p0082 N78-32008 Plans and Developments for Ar Traffic Systems [AGARD-CP-138] p0083 N78-23191 BASTIEN. J. EASTIEN, J. Incidence of infectious tropical diseases dispnosed on flying personnel p.0224 N76-14770

EASTIEN, J. D. P. The role of vocat sudiometry in the selection of navigation personnel AGARD-CP-188] p0083 N70-23-19-The hitroduction of accurate stroraft trajectory predictions p0085 N76 23206 In air traffic pontrol BENEIMHON, V. Low speed turbine geer box BATAILLE, J. HOORY N74-20418 Correlations between far field acoustic pressure and flow characteriolics for a single artifolic pb256 N74-22647 ARTS, R. A process sesign system for large real time systems pb246 N75-16261 BINSON, A. J.
Orientation/depirements of fiving personnel A working giroup report
[AQARD-R-628] p0238 N78-16306 BENTHAM, R. P.
Some DHC-6 Twin Otter approach and landing experience
in a BTOL system p0003 N76-21238 BATES, R. H. Y. New justification for physical optics and the spetture-field method p0250 N75-22049 BENTZ, C. B.
The role of computers in future propulsion controls p0080 N75-23582 ATHKER, D. A. HKER, D. A. Dual fraquency dichroic feet performance p0172 N74-31895

BENZING, R. J.

Fretting waar behavior of a polysiloxane bonded solid lubricant p0147 N76-22502

PERSONAL AUTHOR INDEX		BOWMAN, J. C.
BERAN, J. F. OMEGA: A system whose time has come	BiLL, R. C. Fretting in aircraft turbine enginee p0148 N75-	
p9054 N76-23196 PARGER, A.	Special wind tunnel test techniques used at AEC	#015GNOT, A. Coemio noise p0158 N76-16260
New possibilities offered by surface treatment in contrast to contact corrosion p0147 N75-22499	p0120 N76 Comments on wall interference-control and corre	-25270 moule #
BERGER, J. B.	p0120 N76- BIRD, G. T.	-28273 pO184 N74-23437
Application of manned air combat simulation in the development of flight control requirements for weapon	Avionics reliability control during development	Non-destructive inspection practices, volume 1 [AGARD-AG-201-VOL-1] pO188 N76-18468
delivery p0126 N76-29311	p0190 N78- Experienced in-flight avionics melfunctions	Philosophy of non-destructive inspection
Survivable flight control system Active control develop-	р0190 N76- Вівнор, А. W.	Non-destructive inspection practices, volume 2
ment, flight test and application p0009 N75-30039	An approach to design integration p0086 N74 MISHOP, P. T.	31466 [AGARD-AG-201 VOL-2] p0189 N76-18477
Experiences with the B-1 navigation filter p0068 N76-24203	Frediction of static and fatigue damage and	dicreck Messurement of interwining coupled noise
PERKE, L.	BISSONNETTE, L. R.	BOLLINGER, R. R.
Use of optimality criteria methods for large scale systems p0196 N75-12358	Log-normal probability distribution of strong little fluctuations. An asymptotic analysis: p0208 N76	
SERNARD, J. J. Radiation cooking of propulsive norsies	SLACK, F. C. Overview of the Canadian Ministry of Transport's	Endocrine-metabolic indices of sitcrew workload. An
[AGARD-AG-184(FR)] p0176 N74-32218	demonstray on p0021 N77 BLACK, N. E.	-14987 Physiological costs of extended airborne command and
Rediation cooling of thiust notices [AGAHD-AG-184] p0128 N75-24840	Creative advanced design. A key to reduced it	
BERNOT, 8. B. Flow properties of slotted walls for transunic test	BLACKBAND, W. T. p0088 N74	BOLTON, C. S.
sections p0118 N78-25230	Notes on the radiation patterns of HF serials I on helicopters p0173 N74	netalled An anthropometric survey of 2000 Hoval Air force
BENNHARD, P. Reduced site optimal control laws p0245 N75-16260	BLACKSMITH, P. Array and reflector techniques for suport p	[AGAND-AG-181] p0222 N78-17938
SERNSTEIN, L. Force measurements in short duration hypersonic	approach radars p0172 N74	Interferometric measurement of model deformation
facilities	BLAKE, W. J. Alrerew survival training in the United Kingdo	PM_and BONAFE, J. L.
[AGAND-AG-214] p0032 N76-18019 BERRY, J. B.	northern Norway p0060 N74 Medical sepects of operating on the northern	• 33644 Simulation techniques and methods used for the study
External store serodynamics for strarsh performance prediction p0085 N74-26484	NATO POZZO N78	-27847 Concorde supersonio transport alicraft pO124 N78-28283
BARRY, T. R.	The advanced scientific computer. An advanced	
Digital scan conversion techniques p0060 N76-17125 Polar to cartesian skis-transforming digital scan conver-	ter architecture and its real-time application to missile defense p0247 N75	
ters p0080 N76-17126	Comparison of the spin and low incidence auto	Computer sesisted approach sequencing
BERTKE, S. D. Finite difference eductions for supersonic separated	of the Jaguar strike stroraft p0106 N78 BLANC, P.	28248 BOOZE, C. F., JW.
flows p0033 N76-17037 SERTOLINI, N. F.	The role of vocal audiometry in the selection of ne	
Afrersh power supplies. Their performance and limita-	personnel p0209 N75 SLAND, R. G.	. The physiology of cold weather survival
BERTOLOTTI, M. Intensity correlation of radiation scattered along the path	A comparison of two L-band strers/t anterior seronautical satellite applications p0171 N74	1946 107 (AGARO-9-620) 100049 N74-33834
of a laser beam propagating in the atmosphere	BLANK, E. Kuteetic phase equilibria p0130 N75	Analytical method for predicting chemical reaction rates
p0206 N76-29838 Measurement of atmospheric attenuation at 6328 a	Cabin linishing materials in civil passenger electric	to turbulent combustion) pO148 N78-30367
p0206 N7G-28839	p0046 N76	3-14069 Determination of safe exposure levels. Energy correlates
The importance of the dosage of thiocyanates in urine and blood of flying personnal for the prevention of diseases.	BLENKINSOP, P. A. Comparative evaluation of forged Ti-SAI-4V be	
of visual function p0209 N76-23092	from shot produced by the REP and CSC processes p0141 N77	16 10140 N7#.\1314
BERTHAIS, J. Possible application of lasers in seronautics	Experience in predicting subspine strereft characters.	The evolution of test ranges and the changing require
p0185 N75-16830 Constitutions and recommendations p0186 N75-16830	from wind tunnel analysis pD122 N76	1-25289 BORNEDON, P.
Evaluation of the potential benefit to the aeronautical field from laser technology	BLOM, J. L. Changes in visual evoked response by non-vis	
[AGAMD-AR-68] pO186 N76-17686 best concept for across electronic aquipment	processing pD211 N75 acomputer, A.	5-24301 BURTZ, J. K., SR. OMEGA A system whose time has come
p0074 N77-16038	Prediction and calculation of transmission loss in types of terrain p0254 N75	Different BOOK4 N78-231B(
BESIGK, G. Reynolds number effects on fore- and abbody pressure	BLOOM, J. N. Principles of sylonics computer systems	AGARD flight test instrumentation services. Volume 1
gray p0028 N76-23497 Fore- and artibody flow field interaction with consideration	[AGARD-AG-183] p0243 N78	
of Reynolds number effects p0180 N78-18371 SESSON, J.	Computational techniques for boundary layers	# CCV philosophy Sementics and uncertainty Th
A guidance system for fixed or rotary wing arroraft in	р0177 N78 BLUHM, J. I.	5-31388 concept of sizzraft revolution by progress in the flight control system pf0006 N78-30028
BETH, C.	Fracture regimes p0192 N74 Resistance method p0192 N74	4-23416 Design of an entirely electrical flying control system
Numerical doublet of a turboritauline p0091 N75-23590	The Kuhn-Hardrath mathed p0192 N74	1-23420 BOTHE, H.
SETTS, J. A. Real-time HF channel saturation by phase insecurements	Crack propagation laws p0192 N74 Bummary of limitations p0193 N74	4-23423 in-flight measurement of aircraft antennae radiatio 4-23423 patterns p0173 N24-3170
on low-level pilot tones p0186 N76-20318 BBTZ, W.	BLUNDO, G. Catecholamina sugration from air cadeta	BOTT, F. Experience with 5. 1040 FDRS evaluation with James
Investigations for manufacturing turbine discs of Ni-base	p0211 N75 Control of hemostatic disorders in Arr Force per	5-24303 to engine diagnostics p0095 N75 3109
superalleys by powder metallurgy methods p0140 N77-15167	μ0229 N76	8-27833 Attoraft fire protection technology p0047 N76-1407
PRUSCH, J. U. Intermittent positive control A ground-based collision	BOBBERT, G. The ISO guide for the evaluation of human wh	
ayuidance system p0055 N76-23206 BAYEN, R.	vibration exposure p0218 N78	8-27708 in optical systems p0000 N76-1712:
Compansion of conventional and advanced aircraft	Research and development in support of Canadian air regulaments p0021 N73	n military Sources of distortion and compatibility
daplays p0078 N76-17111 BEZAUD, C.	BODEN, J. A.	BOUIS, X.
Correcton Study and detection p0138 N76-33338 BEZZERIDES, B.	BOEHM, M.	ressuraments in turbulent flows p0152 N77-1122
Modified electron distribution function during parametria instabilities p0166 N74-31821	New rudio navigation side based on TACAN pri	inciples EOURDILLON, A
MIDRING, H.	Distance measuring methods pCOS2 N7	6-32070 of the ionosphere through a backscatter technique and
Prospect of directionally solidified sufectio superalloys p0131 N78-11045	Tacan p0052 N70 Some considerations on possible new VHF low c	mak radio BOWERS, D. L.
Propulsion system of the VJ 101 C VTOL aircraft	navigation sids p0080 N70	6-32158 Effects of verying Reynolds number and boundary lays displacement thinkness on the external flow over nozal
Philosophy and practical experience p0088 N74-20428	BOSHMET, M. H. Integrated Right control system for steep appro	boetteris pO179 N76-1636
Renote sensing of suifece properties	p0108 N74	4-31484 Aircraft lift and drag prediction and measurement
p0251 N75-22059 Volume scattering from ice and water in Inhumogeneous	Defining the problem and specifying the require	
terrain p0252 N78-22052	p0243 N7/ Data acquisition and distribution in resistime a	5-10242 ADSEL/DANS A selective address secondary surveil
Critical survey of methods p0188 N76-16484		
Vortex wakes of conventional aircraft	Laser instrumentation for flow field diagnostics	acceleration rinduced changes in humans positioned i
[AGARD-AG-204] p0032 N75-30108	[AGARDOGRAPH-186] p0185 N7-	4 23082 various seathack angle configurations p0220 N77-1184

TO TOMANTO, O. W., OTH		
BOWMAN, J. B., JR. Stall/spin test techniques used by NACA p0107 N76-29256	BRODIE, P. M. Use of advanced control theory as a design tool for vehicle guidence and control p0103 H74-31437	BUSLL, H. Doppler raders for low-cost. medium assuracy naviga- tion p0061 N76 32 168
SOWSER, D. K. Limiting flight control systems p0107 N78-29256	SROEK, D. Fail-safe design procedures \$asio miurmation	BUPPUSS, R. B. US Navy VTOL automatic landing system development
BOYNE, J. Conformal arrays for aircraft p0169 N74-31668	p0193 N74-23424 The prediction of quack propagation p0193 N74-23425	program p0015 N75-30061 BULL, G. C.
BRACHMAN, R. J. Technical diagnosis. A systems approach p0094 N75 31069	Built-up sheet structures p0183 N74-23428 Built-up sheet structures, wings p0183 N74-23427	Sconomic scan conversion techniques for integrated avionic systems p0061 N76-17128 BULTER, G. J.
BRADLEY, P. A. A new computer-based inwithed of HF sky-wave signal	Outlook, future developments p0194 N74-23434 BROHMANNE, G.	Air combet maneuvering training in a simulator p0126 N76-29310
prediction using vartical-incidence tonosonide materia- ments p0165 N76-20311	Design of an antirely electrical flying control system p0011 N78-30047	BURDICK, B. J. Poler ionocphere modeling based on NF backscatter.
BRADY, F. B. Landing guidance systems p0052 N75 32073	ARCHONES, L. Assusonic games with the aid of control elements and	beacon, and airborne lonosonde messurements p0167 N76-20328
NAMP, R. Navigation performance requirements for reducing route centerline spacing p0052 N75-32065	enternally generated pulses p0258 N74-22882 BROOKS, G. W.	BURGERAF, D. R. Asymptotic theory of separation and reattachment of a laminar boundary layer on a compression ramp
BRAHA, J. Industion wind tunnel performance. Yest section flow	Thermal management of flight deck instruments poors N77-18041 anothernoop, P.	BURGIN, R. E.
quality and noise measurements p0113 N76-28218 BRAID, J. M.	Flight measurements of helicopter rotor serofoli charac- teristics and some comparisons with two-dimensional wind	Correlation of occurrence of alteraft accidents with blottythmic criticality and cycle phase p0234 N77-17720
Integrated multi-function cockpit display systems pOC78 N76-17114 BRAIDEN, P. M.	tunnel results p0121 N76-25264 BROWAEVS, M. P.	BURIEZ, J. C. Radiative transfer in a scattering abandony medium p0204 N75-29630
Fracture mechanics of high temperature ceremics p0143 N77-16184	Parallel computer with automatically reconfigurable organization (COPRA) p0248 N78-16274 BROWN, F. T.	BURKHARDT, W. Benefits of flight simulation work for the definition, layout.
BRANDIS, M. Investigations for manufactoring turbine discs of Ni-base	A nalog fickin straultry Review, critique and a new operational amplifier p0181 N78-21440	and venination with hardware in the loop, of the MRCA flight central system p0126 N76-29266
superations by powder metallurgy methods p0140 N77-15157 ERASSEUR, J. M.	The serodynemics of two-dimensional airfulls with	BURNS, S. R. A. A comparison of model and full scale spinning characteris- tics on the lightning p0106 N76-29249
Sources of distortion and compatibility	spoilers pOC24 N75-13808 BRDWN, J. G.	BURNE, J. W. The plue Os protective methods for use in edvanced
BRAULT, V. The impact of modern electronic eliborne displays in	Some navigational consepts by remotely piloted vehic- ice police N74-32153 BROWN, K. R.	fighter-attack alterett p0217 N75-29727 BURNING, W. D.
future aviation p0078 N76-17108 BRAUNONLER, W. M. Effects of vibration on the musculoskeletal system	Two new sensors and their possibilities in low sost heading reference systems p0061 N76-32186	Roll piene ensiysis of on-eircreft entennes p0173 N74-31708 BURTON, R. A.
PRAUSEN, K.	BROWN, R. S. Design of very large strplanes for least system cost p0057 N74-31473	Advancement in parameter identification and sircraft flight tooling p0008 N75-30012
The future position of the controller p0080 N78-32082 SNAUSEN, K. J.	BROWN, 6. L. Design and test of ejector thrust sugmentation configura-	BUSTON, N. N. Man at high sustained + Oz assoleration
Measurements of the control capacity of ATC system p0058 N76-23228	tions p0025 N75-13814 BROWN, S. P.	[AGARD-AG-190] p0222 N74-21718 The plus Gz protective methods for use in evyanced
BRAY, K. N. C. Kinetic energy of turbulence in flames p0148 N75-30385	Liquid crystal and neutron radiography mathods p0189 N76-16475	tighter-attack elerate p0217 N78-28727 Ventifeular pathology in swine at high sustained + U sub t p0220 N77-11646
Kinetic energy of turbulence in fismes [AGARD-CF-164-PAPER-2] p0135 N76-18262	Exclusing measures of workload using a Right simula- tor p0237 N75-12561	The use of a fixed base simulator as a training device for high sustained or ACM (Air Combat Meneuvering) + 0.
BRAZIER, M. II. Accounting of serodynamic forces on sirfreme/proposition	BRUCE, E. P. Axial flow rotor unsteady response to streumferential	sub z strees p0321 N77-11662 BURYON, R. W.
systems p0030 N78-23807 BREITHAUPT, R. A proceed-alot belt array antenna for satellite applica-	inflow distortions p0098 N78-25166 BRUCH, C. A.	The crossed-dipole structure of strentt in an electromag- netic pulse environment p0162 N76-16285 BUSCH, K. M.
tion p0170 N74-316E2 NREMMER, H.	Requirements for and characteristics demanded of high temperature gas turbine components p0130 N78-11035 SRUMAGNIM, S. H.	The nuclear landing eld for helicopters during the final approach phase p0014 N75-30074
Mathematical theories of radio-weve propagation: An historical survey p0250 N75-22047 Propagation through inhomogeneous and stochastic	filds quality of usew manned military secrets p0218 N75-27710	BUSM, D. A. OCR and its application to documentation: A state of the art review
media poziti ny	BRUN, J. Color and brightness requirements for conligit displays proposal to evaluate their characteristics	(AGARD-AG-216) p0266 N77-11607 BUTKEWIGE, P. J.
Experience with the Congorde flying control system p0010 N78-39046	p0079 N75-17113 Color head down and head up CRT's for eachpit dis-	Buffet analysis p0017 N78-14026 Buffet flight test techniques p0017 N78-14027
Opthalmological examination of laser workers and investigation of laser accidents p0150 N76-11315	plays p0080 N78-17118 BRUNE; S. W.	BUTLER, G. D. Some experimental observations of the refraction of sound by rotating flow p0257 N74-22651
Eye protection and protective devices p0230 N76-27882	The enelysis of flow fields with separation by numerical matching p0034 N76-17046 SRUNET, M.	SYFORD, G. M. Some last analytical techniques for the EEG
Eye protection, protective devices and visual side p0241 N77-12709	Numerical control of a turbomachine p0091 N75-23890	p0211 N75-24308
Engine health and fault detection monitoring. Its function and implementation procedure. p0094 N75-31090	Problems of low cycle high temperature fatigue in wirersh	C
ERENTON, J. G. Determination of instrumentation requirements for USAF	jet engines g0185 N75-10498 BRUNIN, M. Corrosion Study and detection p0138 N76-33335	CALLAGHAN, J. G. Aerodynamic prediction methods for aircraft at low
ranges p0112 N76-23301 BREWIN, E.	BRUNE, R. A. Bome practical considerations for performance testing	speeds with mechanical high lift devices pOSS4 N74-28447
Low post self contained solutions to the navigation problem in rotary and fixed wing stream poof 1 N76-32169	In exotic environments p0239 N76-25786 BRUNSCHE, K.	CALLAHAN, C. J. An experimental Invastigation of the component drag
ERICTSON, C. A. Filot landing performance under high wolkload condi-	Dasign of compoure structure with respect to avoid black propagation p0133 N76-23709 BRYANT, W. H.	composition of a two-dimensional inter at transonic and supersonic speaks p0027 N78-23489 CAMBERILES, L
tions pO237 N78-12594 Emotional and biochemical affects of high work-lead	A Monte Carlo analysis of the effects of instrumentation errors on aircraft parameter identification	Design and development of Kalman Mers navigation systems pools N76-24206
Frediction of pilot performance. Siochemical and sleep-mood correlates under high workload conditions.	BUCCIANTINI. G. Improvement of aircraft buffer characteristics	CAMP, R. T., JR. Characteristics of new generation military noise canceling microphones p0209 N75-23089
p0238 N75-12699 #valuation of the appeals senses for flying duties	p0017 N76-14030 Comments on wind tunnel/flight correlations for external	An investigation of alteraft voice communication systems as sources of incidious long-term acoustic hexards
Perceptual abilities of Landing Signal Officers (LSOs) p0210 N78-23093	stores jettison tests on the F 104 8 and Q 81 Y atroraft p0123 N76-25302	DO225 N76-17798 GAMPBELL, H. P.
BRIGNORS, S. A contribution to the sero engines bearings condition	Standard procedures/measures of effectiveness for Air	Standards of ecceptance by non-destructive inspection for raw materials and components p0198 N76-16462
monitoring p0094 N75-31091 SRINGA, A. L. Whietler Triggered enilasions p0157 N74-31830	Force operational test and evaluation loonstant improve- ment test 2: p0110 N76-23285 Role of simulation in operational test and evaluation	CAMPBELL, P. D. Electromagnetic competibility control plans p0161 N76-16274
SRINKEY, J. W. An assessment of strodynamic forces soring on the	BUCHENAUER, R. L. p0113 N76-23303	DAMPION, B. 6. Impact of active control technology on strutch design
crawman duling accape po043 N74-20761 USAF non-combat ejection experience 1988-1973	The role and limitations of radioimmunossay as a laboratory diagnostic procedurs p0228 N76-27825 SUCKES, J. W.	pooce N78-30032
incidence, distribution, significance and mechanism of fiail injury p0217 N75-32/17	Plasma mechanisms for pulsar amission p0157 N74-31828	Measurement of atmospheric absorption by utilization of an infrared solar radiation receiver: p0206 N76-29842
BRISTOW, R. J. Advances in engine burst containment	EVECKLEY, D. M. Effect of various material properties on the adjustive stage.	CANRIFF, J. P. An experimental evaluation of various electronic cockpit
BROADHURST, R. N. The use of minorities by accepting and technical reports.	of fretting p0147 N75-22500 BUECHTEMANN, W. Experimental and computational comparison of different	displays for air/ground date link communications p0079 N76-17116 CANT, R. J.
The new of migrofishes for scientific and technical reports Considerations for the small user	sepannemer and comparational compareon of different	कारत । । या छ :
[AGAND AG-198] p0264 N75 17229	methods for determination of visual range p0204 N76-29629	Fegatus engine operating experience in the Herrier Aircraft p0068 N74-20431

GANTRELL, R. W.	CHAMGERLIN, R.	CHO, S. H.
Effects of noise suppleure p0226 N76-17796 Physiological effects of noise p0226 N76-17797	Reynolds number effects on boattail drag of subsust notices from wind tunnel and flight tests	Propagation over passive and active nonuniform surface impedance planes p0283 N75-22069
CAPUANI, A. Engine dycle selection for commercial STOL arroralt	QHAMBERS, J. R. p0029 N75-23506	CHORLEY, R. A.
p0086 N74-20408	Results of recent NASA studies on spin receipmon	Head-up discley optics p0260 N78-10780 GHOU, C. K.
CARSONARO, M. Review of some problems related to the design and	p0107 N76-29251 Stall/spin test techniques used by NASA	Microweve induced socustic effects in mammalian auditory systems p0219 N76-11689
operation of low speed windtunnels for V/STOL testing, addendure.	CHANEY, R. L	CHRISTIS, J. L
[AGARD-R-801] p0110 N74-31741	The HITVAL program instrumentation	Airpreft-accident autopsies This medicolegel back- ground p0233 N77-17714
Interference problems in V/STOL testing at low specie p0118 N76-25251	CHAPMAN, G. T. µ0111 N76-23289	CHRISTOPHE, B.
CARDIA, B.	Asymmetric serodynamic forces on aircraft at high angles of attack - some design guides p0107 N76 29257	Measurement of atmospheric shaorption by utilization of an infrared solar radiation receiver p0206 N78-29842
Gas turbine transient operating conditions due to an external blast wave impulse p0098 N78-25182	CHAPMAN, P. Alloraft power supplies and cooling problems. A	CHRISTOPHER, A. J. Some aspents of smoke and fume evolution from
CANLETON, D.	viewpoint from the power conditioner designer	overheated non-metallic materials p0046 N78-14072
Weepon delivery impact on active control technology 90010 N75-3004D	CHAPMAN, R. E. p0078 N77-16039	EHRIETOPHER, S. J. Electronically scanned Tacan antenna as an enroute and
CARLETON, D. L. Application of manned air combet simulation in the	Lightweight Coppler navigation system p0061 N76-32164	terminal navigational aid p0172 N74-31691
development of flight control requirements for waspon	CHAPPELL, M. S.	GHRISTOPHER, J. P., JR. Automatic control of a transonic wind tunnel with a
delivery p0126 N78-28311 CARLSON, M. C.	In-flight thrust measurement A fundamental element in engine condition monitoring p0098 N75-31098	real-time computer system p0019 N77-11977 CHRISTOPHERBEN, W.
Parametriu instabilities in the knoephere excited by powerful radio waves observed over Aregido	WAPPELOW, J. W. Evaluating measures of workload using a flight simula-	Construction of suboptimel Kelman Mers by pattern
p0186 N74-31818	to: p0237 N76-12861 Allerew assessment of the vibration environment in	search p0103 N74-31436 CHU, J.
CARNEVALE, M. Intensity correlation of radiation scattered along the path	helicopters p0213 N78-27686	Measurements in separating two dimensional turbulent boundary layers p0034 H76-17042
of a laser beam propagating in the atmosphere p0208 N75-29838	CHAQUIN, J. P. Five identification mathods applied to flight test data	CHU, W. Y.
Measurement of atmospheric attenuation at 6328 a	QHARPIN, F. p0008 N75-30008	On the generation of jet noise p0258 N74-22663 CHUNCH, C. C.
CARNUTH, W. p0208 N78-29839	Weather hezard simulation in the Modene wind tunnels	Macros: An instruction concept phange
Nemote serosol sensing with an absulute calibrated	CHATFIELD, D. A. p0117 NY6-28244	p0248 N76-18285
double frequency lider p0203 N76-29819 CARR, K.	Analysis of the products of thermal decomposition of an aromatic polyamide febric used as an aircraft interior	Mow field in the wake of a blunt body by laser Doppier anomometry p0184 N77-11248
Comments on mathematical modelling of external store release trajectories including comparison with flight data	materia p0547 N76-14073	CLARE, H.
p0123 N76-25301	CHATTOT, J. J. Theory of mixing flow of a perfect fluid around an	investigation of a V-gutter stabilized flame by leaser anemometry and schilleren photography
CARRE, J. P. Research about effects of external flow and efficient	afterbody and a propulsive jet p0028 N75-23483 Viscous interactions with separation under transmic flow	p0184 N77-11246
installation conditions on thrust reversers performances	conditions pocas N76-17GE CHAUVIN, J.	CLARK, L. P. Powder metallurgy production processes
DANNE, N. P.	Turbine test cases. Presentation of design and experim-	p0187 N78-22780
Incidence of infectious tropical diseases disgussed on flying personnel p0224 N76-14770	entel uharacteristics pock 1 N77-12028 Turbines Presentation of calculated data and comparison	Weldability of hot isostatically present preshoved titanium #AI-4V powders p0141 N77-15178
The contribution of skin biopsy to the detection of vascular	with experiments p0041 N77-12026 GMAVAND, F.	Powder consolidation, part 2 p0142 N77-15178 CLARK, W. D.
senescence, relationship with carotigram p0230 N78-27838	Application of pseudo-orthogonal vodes to transmission	Recent observations on external-store flutter
CARYER, A. F. A critical review of turbine flow calculation procedures	through the lenosphere p0167 N76-20327 CMEN, C. M.	p0031 N78-28019 CLARKE, A. 4
CARTER, E. C. p0041 N77-12022	On transunic high Reynolds number flow separation with	Opto-electronic systems Perceptual limitations and
The measurement of the transunic spillage drag of a	severe upstream disturbance pO118 N76-25285 CMEN, R. T. N.	tieplay enhancement p0212 N75-28783 Two world displays: Human engineering aspects
supersonic intake p0027 N75-23488 Technical evaluation report on fluid dynamics panel	Input design for strotals parameter identification. Using time-optimal control formulation. p0006 N75-30010	p0212 N78-26788
symposium on eidreme/propulsion [AGAHD-AH-81] p0093 N76-29114	CHESNUTT, J. C.	A crossed-siot beit array antenna for satalille applica-
CARTWRIGHT, D. J.	The effects of microstructure on the fetigue and fracture of commercial litentum alloys p0136 N76-19272	tion p0170 N74-31882 CLARKE, J. M.
Silves intensity factor solutions p0195 N74-23445 CARUTHERS, J. E.	CHESTA, L.	A compelison of two L-band aircraft antennas for
Through-flow calculations Theory and practice in turbomachinery design p0040 N77-12017	A parametric study of wing store flutter p0031 N78-Z±01P	seronsulical satellite applications p0171 N74-21688 CLARKE, N. P.
CANY, N. H.	CHEVALERAUD, J. P. Concerning flight and the correction of presbyopia	The pathophysiology of high sustained + 0 sub z accelera- tion, limitation to air combat manuscriping and the use
Avidilo redome meteriale [AGAND-AN-78] p0131 N78-13034	p0241 N77-12713	of centrifuges in performance training
CARY, R. H. J. Problems of long linear arrays in helicopter blades	Flight fitness and plient contact lenses pD241 N77 12714	[AGARD-CP-199] p0220 N77-11844 CLAYTON, A. J.
CASARULLA, M. J.	Experimental study of vision dimming in an animal p0242 N77 12716	Lassa fever To air evacuate or not p0223 N76-14764 CLEMENTS, W. R.
An experimental study of the intermittent wall pressure	Evaluation of cockpit lighting p0083 N77 16052	Solid state flight instrument development
bursts during natural transition of a tamintary boundary p0269 N74-22664	CHEVALIER, J. F. The impact of unsteady phenomena on turbine engine	μ0080 N76-17120 CLIFFOND, 8. F.
CASPI, F. Study of a preventive maintenance system as classified	design and development pixx96 N76-25172	Remote probing of winds and refractive turbulence using option) techniques p0207 N76-29852
by chagmatic and pronostic breakdowns. Application to	CHEVALLIER, J. P. Adeptive well transcome wind tunnels	CLINE, V. A.
CASTELLANI, A.	p0114 N78-25225 Comments on wall interference-control and consolvens	Application of the dual-acatter lease velocimater in transonic flow research p0181 N77-11226
Proliminary research on body displacement during luner walking p0217 N75-29726	p0120 N78-28273	CLIQUE, M.
CATHERALL, D. The computation of transmin flows past serofoils in solid,	CHEW, N. Fluorescent and Raman scattering its particles	of helicopters in formation flying p0125 N76-29301
porous or slotted wind tunnels p0115 N76-28232	p0205 N76-20631	COAKLEY, T. J. An experimental and numerical investigation of shock
CATLIN, P. A. Experiments with a self-correcting wind tunnel	CHIGIAN, N. A. Measurement in turbulent flows with chemical reaction.	wave indiced turbulent boundary layer separation at hypersonic speeds p0038 N76-17063
CATTIE, H. J., JR.	p0149 N75-30374	COBLENTS, A. M.
I.AMPS A case history of problems/dissign objectives	Assessment of perceptual and mental performance in	A human blometry data bank p0287 N77-16937 GOCKOROFT, M. G.
for an airborne date handling subsystem p0248 N75-16292	civil aviation personnel p0239 N70-25769 CHIN, G.	The effect of sycle parameters on high temperature low oycle fatigus p0188 N78-10491
CAUSET, J. J. New possibilities offered by surface treatment in contrast	instrument landing system performance prediction p0057 N76-23218	Component design with directionally solidified nom- postes p0131 N78-11048
to contact corresion p0147 N75-22499 CAVA. E.	CHIN, J. W.	COCKSHUTT, E. P.
The contribution of skin biopsy to the detection of vascular	System approach to practical navigation pones N76-32174	Equilibrium performence analysis of gas turbine engines using influence coefficient techniques p0081 N75-23892
sensecence, relationship with carotigram p0230 N76-27836	CHINN, H. W.	COGNE, A. Flow field in the wake of a blunt body by laser Duppler
CAYMAZ, Q. Effect of increased atmospheric electricity on the blood	Autostabilization in VTOL arrorah Results of flight friels with 90 1 p0106 N74-31456	ant-mometry p0184 N27-11248
electrolites of similars crew p0228 N76-19796 CHA, A. G.	CHINNICS, J. H. UHF linear phased arrays for seronautical satisfile	COHEN, G. C. Use of active control technology to improve ride qualities
Patterns and polarizations of simultaneously excited	communications p0171 N74-31687	of large transport electaft p0011 N78-30080 COLE, N.
planar arrays on a conformal surface p0169 N74-31689 GHABANNES, F.	CHISHOLM, J. H. Polar tonosphere modeling based on HF becksustter.	Nurrowband HF communication systems for digital
Principle and isalization of auronautical laser systems	beacon, and airborns ionosonde measurements	OLIN, J. p0186 N78-20320
p0260 N78-10782 CHADWICK, W. R.	ρ0167 N76-20326 CHIEUM, G. T.	Investigations of the blood vessels slastic expansion, heart output, and heart rhythm, based on the measurement of
On the analysis of supersonic flow past oscillating cascades p0100 N76-25197	Integration of aviators upa protection and visual aids p0241 N77 12710	variations in the thoracic eleptric impedance p0230 N76-27834

COLLARD, M. COLLAND, M COMPTON. W. A. COMPTON, W. B., III COMTE-BELLOT, G. CONAWAY, R. M. DOMOON, G. W. COMMELLY, M. H. ine development of a jet \$10L flight research COOK, T. A. cook, W. L COOPER, C. E. Volume 1 (ARSE) COORS, E. CORRETT, A. G. CORPS. R. J. COMNTING, S. satellite use COSTES. A. COUDERC, Q. Trajactography Trauking COULMY, D. COURTY 4

Presentation of serodynamic and acoustic results of qualification tests on the ALADIN 2 contest p0024 N75-13503 The effect of geometric and fluid parameters on static performance of wall-attachment-type fluid amplifiers p0181 N78-21436 Temperature measurement for advanced gas turbine ntrols p0092 N76-29897 An experimental study of jet exhibites simulation pools N75-23501 p0029 N75-23801 Contribution of the National Aeroneutics and Space diministration Langley Research Center p0179 N76-19365 Correlations between far field accounts pressure and flow characteristics for a single pirtoil pD258 N74-22647 oles on some economic aspects of HIP 01181-77N 8K100 Mojor systems research aircraft (RBRA) requirements for and contributions to, roturcraft state estimation and personnel between the contribution and personnel between the contribution and personnel between the contribution and personnel between the contributions and personnel between t perameter identification 90007 N75-20022 Rotor Systema Research Alectaft (HSRA) p0121 N76-28206 GONNELLY, M. E.
Applications of the airborne traffic situation display in air listile control
GONNELL, B. W.
Potential banafits to short-haut transports through use of active controls

p0005 N78-30030 pOOS N78-20030
Measurements of angle of strivel fluctuations of a laser beam due to turbulence pO208 N78-2====
CONWAY, J. S.
The demander The development of an integrated propulsion system for 1970 Right spacerch p0068 N74-20428 N state many considerations affecting pone engine and siteraft design considerations affecting pones N74-20421 namics of jet flap and rotating cylinder flap \$10L p0024 N76-13806 Aerodynamics or jet nep and to pool 24 N75-13805
Comparison of model and flight test date for an augmenter-wing BTOL research sizeral pool 22 N76-28192
Consistence of law speed wind tunnel and flight test date for V/STOL sizeralt

po 122 N76-28293 COOMBE, T. W.

Structural effects of engine burst non containment pO186 N76-19480 COOMSES, T. D.

A model technique for exhaust system performance p0729 N78-23802 New radio navigation aida based on TACAN principles p0014 N75-20072 CORBE, C.
Conderning hight and the correction of pleabyopia p0241 N77-12713 Mathematical modelling of compressor stability in steady and unsteady flow conditions p0087 N78-28180 ORKINDALE, K. G. G. A flight simulator study of missile pointrol performance as a superior of noncurrent workload p0237 N78-12892 The design and development of the MRCA autopilot pO108 N74-31448

Aldorna low-VHF antennas COOPER, G. W. Datanéhi D0170 N74-31880 Detection and location of sheltered and dispersed sirerah plume 1. Executive summary. Volume 2. Appendixes p0272 X78-70672

p0260 N78-10783 Low light television systems pl Applications of low light television to to helicopter opera-p0012 N7B-30081 Circularly polarized L-band planer array for seronsullest pol171 N74-31689

The ASMODEE p0247 N75-16280 A family of modular proc Project COTYINGTON, R. V. Total powerplant simulation mily of modular processors p0082 N76-23684

p0185 N75-16836

ganization of STRIDA (system for processing sizes information) p0246 N25-16273

form expression of the optimal control of a rig p0009 N75-30037 Closed form expression of the optimal control of a rigid irolane to lurbulence p0071 N75-32101 COURRIER. G.

Holographic storage of optical images and visualization of laser systems COURT. L. Experimental study of vision dimning in an anima

p0242 N77-12716 COUSSEDIERE, M. New concepts of visualization for aircraft and aprice shuttles p0104 N74-31441 Flew electronic display systems for stretch instrument and poors N76-17117

COUSTON, M. The impuritance of experimentally-determined closure conditions in transonic blads-to-blads flows calculated by a time-dependent technique p0020 N77-11883

COUTSOURADIS, D. High-strength powder-metallurgy robalt-base alloys for use up to 650 deg C p0141 N77-15171 p0141 N77-16171 COWAN, W. R.

Development of stroteft ecoldent investigation program at the Armad Folices institute of Pathology p0233 N77-17711

COWLEY, P. H.
Component design with directionally solidified composities p0131 N78-11048 COX. D. B. JR

COX. G. A.

comments on mathematical modelling of external attra release trajectories including comparison with flight data p0123 N76-28301 COX, H. J. A.
Through-flow calculation procedures Through-flow calculation high speed large turbines

COX, L. B. Military applications in fluidics p0181 N76-21444 Fabrication requirements in fluidics (schnology p0142 N76-21448

The subsoning base drag of cylindrical twin-jet and nais-let afterbodies p0028 N75-23496 CRAPO, B. J.

Applications of the laser Doppler velocimeter to measure aubsonic and supersonic flows pD181 N77-11223 GRAUL E. H.

NUL, II. M. Hedioimmunessays: New laboratory methods in clinic and research p0228 N75-27824 detained here GREASEY, R. P.

Propulsion/entraft design matching experience p00A9 N74-32423

CRIGHTON, D. G.
Mechanisms of excess jet noise p0285 N74-22666 CROCOSSETTE, Q. Interferences in frequency modulation system

p0151 N76-16276 Blandardization of objective medicu-psychiatric question-naire in the French Army p0212 N78-24307 CRONE, W. Principles of radiologation

POURS N78-32067 CROSKY, S. O. Lifetime prediction methods for elevated temperature point N75-10493 fatigue

CODEIGNANI, B. Intensity correlation of radiation scattered along the path of a later beam propagating in the atmosphere p0206 N76-23838

CRUMP, P. P. Chappes in clinical pardiologic measurements associated with high + C sub a stress 90220 N77-11845 CUPPEL R. F.

Experimental evaluation of fluctuating density and radiated noise from a high-temperature jet p0256 N74-22644

CULMANE, L. G. Conflict alert and intermittent positive control p0061 N75-32080

VEICE M. J. VETOL wind tunnel model testing. An experimental sessessment of flow breakdown using a multiple fan pO118 N76-28253

A design procedure utilizing prossess for stupled williams systems p0103 N74-31435 multiloon avatems

CURRY 6. M.
Abouthion, metabolism and exerction of hypnotic p0232 N76-27869 drugs CURNMAN, W. B.

FME A position location system for modern military weapons testing and evaluation p0111 N78-23294 CUTCHEN, J. T. Protection from ratinal burns and flashblindness due to

p0241 N77-12711 atomic flash CUTOLO, M. The lonospheric propagation of the modulated waves with carrier frequencies far from aird varying knound the gyrofrequency p0169 N74-31844

gyrofrequency CYGNOR, J. E. Advanced engine mounted fuel pump technology p0092 N76-23601

CYMERMAN, A.
The field stillery fire direction center as a laboratory and field stress-performance. Model 1. Position paper 2. Progress towards an experimental model. Model 1. Position paper 2. Progress towards an experimental model. Model 1.155 0.1810. p0229 N76-27829

CZINCZENHEIM, J. Preliminary design of divil and military sircraft at Aviona Marcel Dassault-Braguet Aviation p0069 N74-32422

D

DACHERY, M. nO125 N76-29300 Radar landmass simulator Bone experience in engine-troubleshooting with inflight-data recorded in the F-104G with the leads-200 p0095 N78 31093

of a lessr beam propagating in the atmosphere p0205 N76-29838

Intensity correlation of radiation scattered along the path

DAING, B.

nents of the atmospheric tiensfer function p0205 N76-29537

DAMBOLDT, T. A hompereum between the Oeulache Sundaspost lonospherio HF ražio propagation predictions and measured field-strengths p0165 N76-20312

DAMMENALA ... Direct measurement of sound source

the crossed beam correlation technique NO25U N74-22648

DANCER, A. Impulsive noise measurement methods p0 and abusinionical p0145 N77-11156 BANHL I. M.

Optical methods for testing composite materials n0133 K76-23707

DARMON, C. A Definition and simulation of a digital hiter and pilot device utiliting modern design techniques of hitration control p0104 N74-31444 A ship tracking system using a Kalman-Schmidt filter poose N74-24206

DARNELL, M. Past, M. C: hinel estimation techniques for H^a communications p0166 N76-20316 Real-time HF channel estimation by phase measurements

nessume no connected to proceed the second of the control of the c

perspective DAT, R. palte meterials design from a materials and des #0133 N76-19237

f, R. Unsteady serodynamics of helicopter blades µ0039 h76-24148

DAUDFOTA, Q. I. Measurement of periodic flows using later Doppler relation techniques p0182 N77-11232 oprrelation: techniques

DAURIA. Q. Structure of imprephene inhomogeneities as deduced om interferometris measurements p0252 N75-22065

Trom interestments measurements puzze 1779-12008 DAVID. 6.

Selection technique of the riptimal frequency for deta transmission through the ionosphere pi0166 N76-20317 DAVIDER, N. W.

Mechanical property testing of high temperature materi-

p0187 N74-16482 GARD-R-634]
The mechanical properties and design data for engineerpoint N76-16482 ing seramica policities policitie

p0073 N76-32184

The relative rote of angine monitoring programme during development and service phases DOSS N78-31084 DAVISS, G. W.P. International networking information retrieval requirements p0268 N78-23379

DAVIES J. W. The operation of helicopters from small ships

60230 N76-27646 A comparison of recent advances in Strileh anti-G suit DAVIER, P. G.

NES, P. G. Land, ses and atmospheric lhermal noise p0155 N76-16281 DAVIS, D. S. M

The influence of noise requirements on STOL alrerals into a score N74-20423 engine design DAVIB. G. in-flight escape system for heavy helicopters p0045 N74-20772

DAVIS, J. M. Heavy-lift helicopter flight control system design DO014 M75-30077

Through-flow calculations based on metrix inversion Lose prediction p0040 N77-12016

Detailed flow measurements during d flow compressors

TOW Using reserved.

DAYTON, A. D.
The digital simplene and optimal stretch guidence pg1103 N74-31431

kf4, P, J. A conceptual model for operational stress p0239 N76-25795

NF antenna systems for small strolanes and helicopters p0170 N74-31676

ORBELLEVAL, J. F.
Representation of hot jet turbulence by means of its po25s N74-224ed Characterization of noise sources in hot jets by the crossed sam technique p0183 N77-11236

DERRILIE, W. S. Flight symbology augmentation of pUO13 N78-30071

DEBORR The cooling of a pod-mounted avience nic system p0075 N77-16042

DESTUVNOSS, R. DIRECH, H. PEBONE, A An investigation of different techniques for unsteady pressure measurements in compressible flow and comparison with lifting surface theory
[AGARD-R-617] p0178 N74-18928 ntics and Engine Condition Monitoring •CP-165] p0084 N75-31982 Diagnostics and [AGARD-CP-165] ent knowledge domain of scientists and technolo p0263 N74-27458 AGARD-CP-165] p.0094-N75-31082
An experimental study of the influence of the jet perameters on the afterbody drag of a jet engine nacele scale model p0178-N75-16380 DECHAUX. C. p0178 N74-18928 nesion of numerical data: p0166 N76-20321 (GARD IN-6-17)

Fuller of wings equipped with large engines in pod p0031 N78-28014

Wind tunnel test of a flutter suppressor on a straight no p0071 N78-32102 DECHER, R. Influence of jet parameters Scattal pressure distribution of pressure diag p0180 N78-16389 wew, w. Nacelle-airframe integration model testing for nacelle nuistion and measurement accuracy p0116 N76-28238 DECKERT, W. H. wing p0071 N75-32102 Comments on transumb and wing-store unsteady DOBIE, Y. G. ated propulsion/energy transfer control systems fo Airtickness in aircrew [AGA#D-AG-177] lift-fan V/STOL sirciaft esindynamics (AGARD-N-636) p0236 N74-20720 M-836) p0038 N76-18059 dy pressure measurements in wing with store p0038 N76-18063 DECOURS, J. DOEPHER. O. Production of powders from litenium althres by vacuum fusion centrifugation p0138 N77-15164 The influence of the control concept for V/STOL engines on their static and dynamic performance characteristics pooss N74-20416 configurations Production of powders from titanium alloys by vacuum iton centrifugation p0138 N77-18184 DESTR. D. A. Design and Right experience with a digital fly-by-wire control system in an F-B sirplane p0105 N74-31460 The influence of visual experience and degree of styliza-tion on height and distance judgement in aircraft approach Two-dimensional lutinal was interested flow element serofolis in incompressible flow pol 15 N76-28233 F-8 digital fly-by-wire flight test results viewed from an alive controls perspective p0011 N78-30049 in airciaft approach p0126 N76-28302 scenes
DOSTGCH, K. M., JR.
The influence of STOL longitudinal handling qualities on p0002 N78-21228 DEGRE. A. W. J. riege discress of cooper alloys in contact with steel Qualitative and quantitative flow field visualization utilizing leser-induced Ruprescence p0183 N77-11237 p0146 N78-23486 DOHERTY, R. H. Spatial and temporal electrical properties derived from DESTOLIED. E. On the use of quantitative data in information acience Cubication under extreme pressure p0147 N75-22497
DIAMOND, B. D.
Heavy-lift helicopter flight control system design
p0014 N78-30077 LF pulse ground wave propagation measurements p0254 N78-22076 p0270 N78-28108 BEIWERT, G. S. Numerical techniques for the solution of the compressible Navier-Stokes equations and implementation of turbulence models p0177 N75-31387 DOLMAN, J. A. Digital computer espects of the instrumentation and control of the new RAE 5 metre low apped tunnel pour 8 N77-11870 DIGKEY, V. p0166 N78-16839 The last gylo CSLGNS, J. S.
Technical availation report on the AGAND Specialists
Meeting on Design Against Fatigue
[AGAND-AN-71]
pCOSS N74-34488 Megnetic perticle testing p0194 N74:23440 DIDIER, A. O. Applications of the real-time data analysis system in the Ames 40- by 80-loot wind tunnel p0019 N77-11972 DOMINGUEZ, A. M. The interpertation of precentage saturation of carbon mondated in streigh-accident fetalities with thermal injury p0234 N77-17721 DELAHAYE, R. P. DOMINICI, P Spinel injury elter ejection (AGAND-AH-72) Nonlinear magnetolonic effects in the magnetoguiding whiatian p0187 N74-31832 p0223 N78-23180 incidence of infectious trapital diseases diagnosed on vina personnel p0224 N76-14770 of whistiam to Of Windlers

OGNALDBON, G. D.

Vortex wakes of conventional strateft

[AGARD-AG-204] p0032 N78-30108 Rapid flight vibration phenomena ar nd spine hadiues p0214 N78-27698 Separation bubble produced by a shellow depression in Injuries observed following high-French Air Force p0217 N78-32721 a wall under laminar supersonic flow condition DOREY, Q. Spinal injury after ejection [AGARD-AN-72(FN)] Biological studies of soemic radiate p0033 N78-17038 resture behaviour and residual strength of cerbon fibra omposites subjected to impact loads p0132 N75/23706 DIERKE, R. 20226 N78-18799 composite subjected to impact reace pures in re-CORBY, J.
ASTROLASE, an integrated navigation and landing aid system: On board and ground display of informations and 2 NFS-17136 The use of a flight simulator in the synthesis and evaluation of new command control concepts 50233 N77-16730 60124 N76-29281 DIRRS, W. industry documentation A recessary svil p0271 N78-28111 Madiobiological problems of high stitude flights (below p0233 N77-1673) mexpensive system of multiple besoon localisation for elegaters possibly N78-32181 Surface Impedance of radio groundwavas over stratified inh po283 N78-22068 helicoptem CORIATH, Q. DIESUNGER, W. H.
Development of a small solid propellant rocket motor for flexible range requirements p0144 N77-11188 DELEALED, J. M. New propellents for tectical weapons: Silanes p0144 N77-11190 United States program to ICAO for a new non-visual approach and landing system pOOSS N75-23217 DELERY, J. Environmental information systems p0285 N74-27464 vv. u.; iminary design sepects of design-to-cost for the YF-16 you fighter p0066 N74-31460 Effect of external conditions on the functioning of a dual sw supersonic notatio pOO27 N78-23491 Viscous interactions with separation under transcent flow pools N76-170bs pools N76-170bs SEANTOR, III.
Fringe mode fluorescence valorimetry poiss N77-11240 prototype fulnter The roles of analysis in relation to sir ilructural testing p0072 N76-17068 DIFFER, J.
Spin flight test of the Jaguar, Mirage F1 and Alpha-jet
p0108 N78-28264 DOUGHERTY, N. R. JR. CONCIONAL J. F. Propered comment on the cons transition Reynolds number data correlation study p0120 NY6-28271 Low seet navigation processing for Loran-C and emage DOVE. B. L.
An induction into the design of flight test instrumentation
p0077 N74-25938 p0060 N78-33156 DELPECH, J. C. Electromagnetic noise specifications p0161 N76-16271 Tradeoff parameters of pitomative takeoff and landing popol N75-21228 DOWELL, N. T. DIGIORGIO, A. Coroney flow and myocarckal blochemical responses to high austained + G sub a acceleration p0220 N77-11648 DOWNS, R. C. Action of low vibration frequencies on the caldiovascular G as turbine translant operating conditions due to an external blast wave impulse p0098 N76-25182 system of man p0214 N75-27892
Application of flight stress simulation techniques for the DIGMEY, J. S.

High pitch rates for use in short duration wind tunnels

p0:19 N76-26286 NMS, M. C. Implementation of the micro processor concept p0247 N76-16279 investigations of the blood vessels electric apparatum, her support, and heart rhythm, based on the measurement of veriations in the thoracic electric impadance. DOVOTTO, C Presentation of serodynamic and acoustic results of qualification tasts on the ALADIN 2 concept p0024 N75-13803 notes in the atmosphere due to rain p0160 N76-18205 OBMARINES, V. A.
Multimode netting by wideband cable p0268 N77-18844 DRAPIES, J. M. Depolarization and noise properties of wet antenna domes p0180 N76-18265 Burvey of activities in the field of low cycle high tempera-ture [stigue Critical report [AGARD-N-618] p0192 N74-21849 DILLE, J. R.
Accident experience of civilian pilote with static physical po227 N76-1 9781 DEMETZ, F. C. p0192 N74-21849 High-strength powder-metallurgy cobalt-bass alloys for p0.141 N77-15*71 An experimental attudy of the interindiant wall presture bursts during natural transition of a is DILLION, W. L.
Antenna-to-antenna EMC energies of complex alrhorne
po182 N76-18281 Use up to each way a Shalles, J. M. The art and aclence of rotary wing data correlation p0122 N76-28291 p0289 N74-22664 DENKSCHERZ, H. A method for the guidance and control system evaluation from the operational point of view p0124 N76-29285 IRMNING, N. M. Coptimum enginee for mixitary V/STOL siterah p0085 N74-20403 DIMATO, P.
The lenospheric propagation of the modulated waves with patrier frequencies for from and varying around the potentians. DRESSLER, W. entrol of an electic aircraft using optimal control laws. p0009 N78-30036 DRINKWATER, F. J., III
Flight test of an automatic approach and landing condect for a simulated space shuttle represented by the NASA Conveil 800 aircraft p010s N74-31457 DRISCOLL, J. F. DENORAY, M. Trajectography Visuking pU188 N75-1083e DEPONTS. S. The short of vortex generators on the development of p0024 N75-13810 DENORAY, M. RF signal processing via control of special purpose p0248 N75-16280 DIMOTAKIS, P. E. Bingle scattering pertine laser Doppler measurements turbulence p0152 N77-11230 The electron team involves p0153 N77-112ab hypersonic turbulent flows p0153 N77-112ab BROUACK, M. J.
Wibretion diagnostics in helicopter power trains p0088 N78-31066 The electron beam fluorescence technique applied to possible turbulent flows p0183 N77-11236 of turbulence DBBUM, R.

Design of an entirely electrical flying control system p0011 N78-30047

Simulation techniques and methody used for the study and adjustment of the automatic landing system on the Censorde supersonic transport sicrant p0124 N76-29283

DBBUNE MONT, 9.

Effect of external conditions on the functioning of a dual flow supersonic nozzia

P0027 N78-23481 DINI. D.
Fluidis sensors for turbojet engines: p0092 N75-23538 Diagnostics and Engine Condition Monitoring [AGAND-CP-16E] p0094 N75-31083 DROUGLHET, P. R
ADSIL/DASS A selective address secondary surveill-Gas turbine transient operating conditions due to an external blast wave impulse p0098 N76-25182 p0084 N78-23189 DIMELACKER, A. Investigation of the instanteneous structure of the well pressure under a turbulent houndary layer flow p0259 N74-22665 Laser Raman diagnostics of serodynamic flows and small p0183 N77-11234 New supersonic nozzle names p0183

DRESWIECKI, T. M.

Analytic design of laminar proportional am

DOSE s of NLR contribution to AGARD ad hoc stud p0178 N76-16362 The design of flueric, turbulent, wall attachment flip-pO181 N76-21427 DEGJEAN, P. M. PORTO, P.
Intensity correlation of radiation scattered along the path
of a laser beam propagating in the atmosphere
p0205 N76-29638 oling of aviation equipment on board commercial p0078 N77-18644 Rope DUBOIS, J. S. Numerical solution of a problem of propagation through plasmas pC of nunlinear wave p0189 N74-31843 Energy problems in a global contextp0201 N78-16978 DUG(WORTH, R. A. A review of research in the United Kingdom in the field of multiple flows of solide and gases p0182 N77-12388 me in a plobal contextp0201 N78-16878 The voice of the user. His information needs and

equilements (which are not what the information specialists their they are) p02"1 N76-25112

Andrew The Constitution

p0188 N76-16469

DUNKER B HAST, I. F.

DUERR, W. UERRI, W.

Benefits of flight simulation work for the definition layout, and verification with hardware in the loop, of the MRCA flight sontrol system p0125 N76-29298 peleture measurement for advanced gas turbine p0092 N75-23697 Display for approach and hover with and without ground pleanes pools N75 30067 Companson between the calculated and the experimental results of the compressor test cases poods 1777 17024 DUNTLEY, S. Q. NTLEY, C. C.
Measured visible spectrum properties of real at scannesses p0207 N76-29853 Human exposure to whole-body vibration in nilitary validles and evaluation by application of ISO/DIS 2531 p0213 N75-27887 DUPYTZ, A. M.
TE sub 11 circular waveguide ferrite phasers ontimize DURAND, P. Orientation solidification of biphase composites. Case of multiconstituent systems, faminar and point defect phases p0130 N75-11038 DUNAO, D. P. G.
Investigation of a V-gutter stabilized flame by laser Investigation of a Vigures analysis and achileren photography p0184 N77-11245 DURAZZINI, G. The importance of the dosage of thio: venetes in urine and blood of flying personnel for the prevention of diseases of visual function p0209 N78-23092 of virual function Measurement of periodic flows using laser Doppler prelation techniques p0162 N77-11232 USBA, K.
On the applicability of reticulated foams for the suppres-sion of fuel tank explosions poO47 N78-14075
Fire fightling agents for large strataff teel fixes poO47 N78-14080 Flight test methods for the study of spins p0108 N76-29262 Spin flight test of the Jaguar, Mirage F1 and Alphe-jet p0108 N76-29264 Standard procedures/measures of effectiveness for Air Force operational test and evaluation (constant improve-ment test 21 p0110 N76-23285 Federal information systems ECKHOLDT, D. C.
This C-BA active lift distribution control system p0011 N78-30081 BOBLAND, A EGULESTON, S.

The application of a laser any mometer to the investigation of shock-wave houndary-tayer interactions nhat maneuvering range EGGLES, B. S. Monitoring and control of serospace vehicle propulation no243 N75-18240

RCKL, W.
Continuous navigation updating method by means of area podeo N76-32150 An overview of the limitations on the transmission of high energy least beams through the atmosphera by nonlinear effects p0208 N76-29844

E

EDWARDS, F. 0.
Flight lest of an automatic approach and fainding concept for a simulated space situitie represented by the NASA Conversity States.

DO 105 N74-31457 Hasic concepts in fracture mechanics

00263 N74-27461

p0181 N77-11226

DO112 N76-23300

DO243 N78-18243

Basic concepts in fracture machining p0188 N76-18460 p0192 N74-23418

Formation and movements of tonospheric fixegularities in the surgral E-region p0107 N76-20330 EGGINS, P. L. Buparaunio valocity and turbulance measurements

Buparaumo versi... a Fabry-Parot Interfacometer news ore, w. Research into powered high lift systems for aircraft with

turbolan propulation p0023 N78 13797 EHLEN. C. W. Application of Markov chain theory to the modelling of IFF/BSH systems p0162 N76-18279 EHRMANNTRAUT, N.

The Meastricht data processing and display system: A step in automation of an ireflu control (the software structure of the system) p0249 N78-18294

EINHORN, I. N.
Analysis of the products of thermal decomposition of an aromatic polyamide fabric used as an alteral interior p.0047 N76-14073

PIREMENDER, W. The asymptomatic sitent invocardial inferction and its significance as possible shoraff accident ceases p0234 N77-17718

EK. 性. High speed systions with SAAB seats p0: p0218 N75-32728

ELDER, R. L. Appen, R. L.

Mathematical modelling of compressor attability in sheatly
and unateatly flow conditions

pCOST N76-25160

ELFERTIOM, G. M.
On transonic high Reynolds number flow separation with
severe opstream disturbance

ELLIOTT, T. R.

IOTT, T. R. Mechanization of active control systems p0071 N78-32103

The use of modern light emitting displays in the high illuminance conditions of signaft cockpits p0079 N76-17115 ELLIS, J. P., JR.

Entioprine metabolic indices of p0237 N76-12050 entipsis scross studies p0237 N76-12050 et BLECNAAM. A.

Three differential separation of an incompressible turbulent boundary layer on an infinite swept wing p0037 N76-17082 Endoctine-metabolic indices of sirerew workload: An ajysis scross studies p0237 N75-12595

Basio miliostructural aspects of aluminum alloys and their influence on fracture behaviour p0136 N76-19269 EMPINGER, J. Production design requirements for fly by wire systems 0.000 0.005.30045

EMMERLING, R.
Investigation of the instanteneous structure of the wall
pressure under a turbulent boundary layer flow
p0269 N74-22886

MANUNDA, H. Contribution of the Institut fuer Angewandte Gesdynamik of the DFVLR, Forz-Wahn p0178 N76-16351 Influence of jet perameters Boattell pressure distribution and pressure drag p0180 N76-16369

and pressure ones ENGELKEN, S. J. The human as an adaptive controller p0239 N76-25798

Alteret/stores compatibility analysis and flight testing p0111 N76-23290 REHARDY, T. M.

Trad Injury pathology and its ultrical, safety and admittist-litys significance po236 N77-17728 Haddinjuy parthology and its distinct, series are series relive signification.

RRICKSON, H. H.
Coronary flow and mydesidial biochemical responses to high sustained: of sub z acceleration p0220 N77-11849.

RRICKSON, J. C., JR.
Experiments with a self-correcting wind tunnel.

EMMEST, J. Optival fiber communication unboard elected p0186 N76-16841

ERNET, K. W.

The use of helicopter capabilities in bad weather needs and requirements for future equipmentp0011 N75-30053 ERNETING. J. Cabin pressurtation and oxygen systems-requirements

p0232 N76-27857

Fourth advanced operational eviation medicine course
[AQAMD-842-8UPPL] p0235 X77-72034 HAWIN, N. L. JR.

Braingle control of terminal area traffic DOOB4 N78-23184

H. P. Design and construction of the sliphs jet flutter model p0117 N76-28249 Theoretical and experimental simulation methods

extends after apparation trajectories pool of the most of the separation trajectories pool of the most of the separation trajectories pool of the separation trajectories pool of the separation of the separation

Mations As institution concept change Macros An institution concept change p0248 N76-15285

ESSENWANGER, C. M.
Use of radiosonds data to derive atmospheric wind plears for small sheer inclements p0070 N76-18844

to small snepr model.

EULER, A. J.

Experimental evaluation of limb field milletton and ejection po218 N78-32728

Identification of nonlinear aerodynamic stability and control parameters at high angle of attack p0004 N78-29999

TA), N. B. Blatus of input design for eiroralt parameter Identifica un p0006 N78-30009 BUZEN. H

Usinition and simulation of a digital filter and pilot device utilizing modern design techniques of filtetion control p.0104 N74-31444 EVANS. A. G.

New design techniques for brittle insterials p0143 N77-18198 EVANS, D. J. Manufacture of low dost P/M setrology turbine disks p0139 N77-15152

An experimental investigation into duplax digital control of an engine with release p0104 N74-31446 EVANS, J. S. EVANE I F. O. teep.J. v. Bupersonia mixitg and gombustion in paratlel injection ow fishes p0149 N78-30371

EVANS. J. V. lorsospherio limitation tracking at VHF or UHF v. herio limitations on the angular accuracy of satellite at VHF or UHF p0164 N76-20303

EVANS. R. L.

Evaluating measures of workload using a flight simula-pO237 N75-12591 EVERS. E.

Afforsh trajectory prediction data for ATC purposes p0061 N75-32064 EVERY. M. Q.

Bosoline Sumedical Issues in the escape phase of bir combat mishaps during Southeast Asia operations poods N74-70768

Rhedical problems relating to an traffic control per-ional p0050 N75-32054 EWALD. Sidealip in VTOL transition flight. A critical flight condition and its prediction in simple wind tunnel tests p0028 N78-13812

Airframe Engine interaction for engine configurations mounted above the wing. Part 2. Engine let simulation problems in wind funnel tests. p0030 N78-23812 Low speed tunnels with tandem test sections: A contribution to some dealign problems p0113 N78-28220 RWING, C. L.

WING, C. L. Bioengineering aspects of apinal injury in the OV-1 (Mohawki altorath p0043 N74-20786 Had clearence envalops for spection seats during negative Q sub x impact acceleration p0043 N74-20780 Nauropathology and sauss of death in U.S. Navel accretic acceleration p0023 N77-17728

FABBRI, F. The tonospheric propagation of the modulated waves with carrier frequencies far from and varying around the gyrofrequency p0158 N74-31844

gyrofrequency P0159 N74-31844
FABRI, J.
Unsteady phenomens in turbomachines, as revealed by visualizations and measurements p0067 N76-25175 PAGAN, G. A. Multimode netting by wideband cable

DO268 N77-16944

FANGMEYER, H. Semi-automatic Indexing State of the art (AGARDOGRAPH-179) p0263 N74-19626

Some approximation concepts for structural synthesis [NASA-CR-140937] p0195 N7B-12359 (NASCO, G., 1986), G. Weather hazard simulation in the Modane wind lunnels p0117 N76-28244

On the flow quality necessary for the Large European High-Reynolds-Number Transonic Windownel LEHRT [AGARD:R-844] p0127 N77-11070 AUNNE, P.

Design and development of Kelman filter navigation vatants p0058 N76-24205 FAVA. 0.
A contribution to the sero engines bearings condition monitoring power N75-31091

PAY, J. A.
The dispersion of propellants from siturals
p0202 N74-28105

FAYES, J. M. The CORAIL surveillance system for airport runways p0086 N76-23213

FEJER, J. A.
The acturation spectrum of parametric instabilities united N.74.3 Generation of large scale field-aligned density irregulari-ties in ionospherio lesting experiments

p0186 N74-31624 Design automation techniques for custom LSI arrays pO 174 N78-25063

Asymptotic techniques for propagation and scattering in inhomogeneous waveguides and dustap0251 N75-22055

PENGLEM, C.
Resortance frequency of an torsized layer in dependence on layer thickness p0165 N74-315-7 n layer thickness.
The Influence of particular weather conditions on radio p0160 N76-18263

FENN, R. W.
Models of the atmospheric seroes and their optical p0203 N78-29617 FENDALIO, G.

p0189 N78-18479 FENWICK, N. B.
Techniques for real-time HF channel measurement and optimum data transmission p0166 N76-20315

FEO. G. Engine cycle selection for commercial BTOL aircreft pOOSS N74-20408

FER. A. Coss-polarised radiation from satellite reflector entern p0171 N74-31863 FERRANCI, A. J.

Wave interaction using a partially reflected probing ave pO158 N74-31840 PERNI A

Improved Nozzie Teating Techniques in Transchio Flow [AGARD-AG-208] p0/18 N76-16387 Data variance due to different teating fechniques p0/180 N78 16370

of helicopters in formation flying

POSTER, D. N.
A review of the low speed serodynamic characteristics of averaft with powered lift systems pOO4 N74-26448
The flow around a wing with an external flow jet flew poO23 N75-13601
A brief flight-tunnel companion for the Hunting H 126 pO122 N76-25284 Diagnostics and Engine Condition Monitoring [AGARD-CP 185] p0094 N75-31083 PERSONNEN, D. S. Reattering from a sinusoidal ocean surface excited by a long, horizontal, electric line source p0250 N75-22052 Disappetics and enuine condition of onitoring p**0004** N75-31084 SETHMEY, P. Some experimental observations of the refraction of sound by rotating flow p0257 N74-22661 FULLAM, P. W. J. Flight control system development in the UK pot 22 Nya-teline comparison for the Hunting H 126 pot 22 Nya-25284 POSTER, J. D. Flight test of an automatic approach and leading concept DO 104 N74-31438 SEVENT C otrostatic charges and their parturbing affects on radio PULLER, E. W. communication Cosmic radiation doses at atrovalt altitudes for a simulated space shuttle represented by the NASA Conveir 990 errorest p0106 N74-31457 FFOWCSWILLIAMS, J. E. p0232 N77-16729 Technical evaluation report on Fluid Dynamics Panel Specialists Meeting on noise mechanisms [AGARD AR-86] p0085 N74-19297 Converses success potoes N74-31467
POULON, J.
AGARD index of publications, 1952 - 1870 Pert 3
Author Index Pert 4 Addendum to Part 1
[AGARD-INDSX-52/70] p0264 N76-12847 FULLHAM, P. W. J. The Hunter By-by-wire experiment Recent experience and future implications p0011 N75-30048 FIALA, 9.
On the applicability of reticulated foams for the suppression of fuel tank applosions p0047 N76-14076 p0264 N76-12847 FUNG. W. K. POUGUART. Fluid dynamic analysis of hydraulic ram on of fuel lank explosions poor in a fuel lank explosions.
Fire flighting agents for large elected fuel fires p0047 N75-14080 Radiative transfer in a scattering absorbing madium p0204 N75-29830 DO198 N78-19474 FOURNIER, A. Remote probing of atmospheric particulates from radiation extinction experiments. A review of methods FIEDLER, L.J. Specifications of the propulsion systems for anti-tank Bysonnesses.
rockets
PRAME, D. J.
An optimally integrated projected map navigation p0062 N76-32176 Advencements in superalloy powder production and consulidation p0140 N77-18163 p0204 N78-29828 FIELDS, C. G minsi access technology of the 1990s p0288 N77-16945 system FRANCESCHINI, A. Bell-lubricating polymers p0147 N78-22801
PRANCESCON, R. P.
The held attillery fire direction center as a laboratory and field streat-performance. Model 1: Position paper 2: Progress lowerds an experimental model DO147 N78-22501 PINKE, K. GAPPEY, T. M. Massurament of tilt rotor VTOL rotor wake-airframe Unateady shock wave-boundary layer interaction on ground serodynamic interference for application to real time flight simulation p0028 N78-13218 profiles in transonio flow p0036 N76-17086 ground seredynamic mission.

Right simulation

GAFPUBI, G.

Numerical solution of a problem of nonlinear wave propagation through plasmas p0.189 N74-3.1843. The ionospheric propagation of the modulated waves with certier frequencies for from and varying around the numerical politics. PIECHER, W. H. Epidemiologic risk factors of flush-recycle tellets in p0229 N76-27829 00223 N76-14789 PRECHOU. G. PISH. R. H. ignition proofing of fuel tanks FREEDMAN, A. L. p0046 N76-14064 Fire dynamics of modern attentif from a materials point view p0048 N78-14089 PRESIDENCE, A. L. Specifying the requirements pD244 N78-18245 PRESMAN. C. The relationship between steady and unsteady special distortion. PAREMAN. G. C. Date has been possible possib of Head FISHBUIN, W. gyrofrequency GALEOTTI, M. Mader Interference reduction techniques Measurement of armospheric attenuation at 6328 a p0200 N76-28838 nOIB1 N76-16277 PICHER, M. J. GALIGHER, L. L. Description of the AGARD reasts sharbody experiments Date banks and networks for engineering design purp-see p0264 N75-23376 The noise from shock waves in supersonic jets
p0287 N74-22663
Noise from hot jets p0257 N74-22664 osee
PREMOUW, B. J.
Innospheric and tropospheric scintillation as a form of po160 N76-18262 conducted by the Arnold Engineering Development Cen-ter p0179 N78-10364 PITREMANN, J. M.

Current research on the simulation of flight effects on the noise radiation of except engines p0120 N78-28280 GÁLLOWAY, N. Y. On improving the flight fidelity of operational flight/ eapon system trainers p0125 N78-28298 PREZELL T. L. Weapon system trainers p0125 N75-29298
GALLUS, N. II.
Results of measurements of the unsteady flow in sxial NEZELL T. L. Comparison of visual performance of monocular and binocular swistors during VFR helicopter flight po227 N76-18793

Helicopier flight performance with the AV/PV8-5, night wiston goggles FITZMAURICE, M. W. MAURICE, M. W. Optical communication in free space pOtés N78-16931 Autosonic and supersonic compressor stages p0067 N76-25178 FLAGG. M. vision goggies FRISD, B. D. GALVES, J. F. The lunespheria propagation of the modulated waves with carrier frequencies far from and varying around the gyrofrequency p0189 N74-31844 RIED, B. D. Mudeling of tonospheric parametric interactions in the QUIPS device Thoury of double resumance parametric excitation in the tencephere Color and brightness requirements for gookpit displays proposal to evaluate their characteristics p0079 N78-17113 ANNIGAN, J. GAMBERALE, N. reduction design requirements for fly by wire systems p0010 N75-30048 REEMALE, m. Defining the problem and specifying the requirement p0243 N75-16242 FLANNIGAN, J. B.
Mechanization of active control systems
p0071 N78-32103 D: L. sw many pictures do you have to take to get a good pD207 N76-23861 Data acquisition and distribution in real-time serospace p0246 N7B-16288 PRISOMAN, G. GUNG, W. A. FLEEGER, D. W.
Aerodynamic measurements in turbomachines
p0175 N75-30473 Production of titenium powder by the rotating electrode p0138 N77-14165 Propagation in curved multimode cladded fibres p0251 N75-22068 FRIEDRICH, H. GAON, B. N.
Hand held calculated technology applied to an advanced low cost Omega receiver goods N78-32170
GAROIA, R.
Bystems simulation: A global approach to attract to an advanced to account to account to account to a Determination of stability derivatives from flight test results domparison of five analytical tachniques The unsteady aerodynamic response of an airfull descade to a time-variant supersonic inlet finw field results domparson or two analytical techniques 7.78.30007
Determination of stability delivatives from flight test results by means of the regulation analysis p0007 N78-30017 DOORD N78-25198 FLEMINGS M. C. 00236 N78-12888 Menting summery and outlook FLOOD, J. L. GARDENHIRE, L. W.
Sempling and filtering
GARDNER, L. p0131 N78-11047 PRIEDRICH, H. G. Principal ATC components p0077 N74-23839 OD, J. L. Quality assurance capacts of quatom LBI p0174 N78-28052 p0030 N78-32080 ARIONER, L. Wide-sut versus kerosens fuels. Fire sefety and other operational argents pools NZE-14082 Filame propagation in alteraft vent systems during refuelling pools NZE-14088 PRITZ. P. ITS, P.
Theoretical and experimental simulation methods for external state separation trajectories p0020 N77-11981 FORBSCHING, H. Wind funiel test techniques for the measurement of unitedly striceds on oscillating lifting systems and full-upon models p0040 N76-24180 FRITZ, W. Numerical simulation of three dimensional transcorio flow including wind tunnel wall affects p0020 N77-11884 FROSESE, M. Impulsive holse nessurement methods and physiological effects p0148 N77-11196 refuelling GARING, J. S models FOLEY, W. M. Optical incohiling of the atmosphere p0203 N78-29818 Development of the United Technologies Research Center GARNIER, J. A.
Failures affecting reliability of evionic systems
p.0 is 0.75-24407 acoustic research tunnet and associated test techniques p0120 N76-25279 PROEHLICH, Q. P. Case history of some high reliability designs for evione polls N76-24612 The effects of ear protectors on some automatic responses to sinsert and impulsive noise p0228 N76-17794 FROELIGH. G. R.
The affacts of pure tone hearing losses on evistors' Resonance phenomena observed on mother-daughter rocket flights in the surgral longapherep0158 N74-31838 FOLKSTAD, K.
Introductory survey Nonlinear effects in plasms retornances and ton sheath p0157 N74-31833 FOREPIAN, O. A. ARRONE, A. Comments on wind tunnel/flight correlations for external stores jettison tests on the F 104 S and G 51 Y elicient p0123 N76-28302 sentence intelligibility in quiet and in siteraft noise p0209 N78-23087 ਬਨਾਲਕ, ਹ, ਨ. Digital time series analysis of fluiter test data. GANVIN. D. Treadmill exercise teating at the DBAF School of Arrospace Medicine: Physiological insperses in stress men and the detection of latent corners stresy disease (ADARD-AD-210) Evaluated numerical data for the SST and chlorofluorocat-bon problems: A case study of how to halp the angineer and the modellers pO267 N77-16842 GASTHUIS, W. 60200 N76-29688 PORESTER, O. K.
The analysis of flow fields with separation by numerical p0034 N70-17048 The influence of alcohol on some vestibular tests p0230 N76-27838 PORREGTER, P. A. PROESSLING, N. A three-component laser-Doppler-velorimater Leser sources FORRESTER, R. W. 00280 N78-10776 p0184 N77-11248 RESTER, R. W. High efficiency entennes for eliborne radar p0169 N74-31671 rat, m. Determination of signt visual range from Hder signatures. Naivais of simulated signatures p0207 N78-28849 FROIDURE, P. A commutation on anienna systems govering standard aircraft and balloons pD171 N74-31686 analysis of simulated signatures FORSHAW, S. E. BIBLER, W.
Calculation of the three dimensional laminer boundary layer stound bodies of revolution at incidence and with separation pOO27 N76-17081 The incidence of temporary and permanent hearing loss among alloraws exposed to long-duration noise in maritime FACET, C. J. Helicopter air data measurement p0051 N76-32168 FROST, E. M.
A case for an evaluation and advisory service patrol pircraft [DCIEM-78-RP-1073] Separation GEIDENDORFER, R. P. 10228 N78-17792 Weldability of hot receptatically pressed practicyed (itenium SAI-4V powders p0141 N77-15175 ELL, tel. Thermal stability of directionally-solidified composities p0131 N78-11043 PURSOLL B. PRESELL, 8.

Comparative analysis of microwave (anding systems with regard to their sensitivity to constant interference policy N76-10284 p0181 N78-16278 PRY. C. A. , G. m. Flight symbology augmentation of sunsor displays u0013 N75-30071 PONTENBAUGH, R. L.
Application of flight simulation to develop, test, and evaluate the P-14A automatic cattler landing system p0124 N70-29292 GELL T. G. Resolution of turbulent jet pressure into eximuthal posts N74-22669 The ECT drive system. A demunitration of its practicability and utility pol 13 N76-28215 GELLATLY, N. A. compunents JLATLY, R. A.
A discretized program for the optimal design of complex treatures p0197 N76-12362 Emulation of a visual aid system used for the piloting halicontars in formation fiving p0125 N76-29301 Introduction to distortion induced engine instability

DOORS N/6-12955

OKNOT A GLAHN, M. GRABOWSKI, J. P. Rediation cooling of propulsive nozzles
[AGARD-AQ-184(FRI)] p0
Rediation cooling of thrust nezzles
[AGARD-AQ-184] p0 Biress and strength enalysis of reinforced plestic with SHF high power airborne communications antenna p0169 N74-31672 p0132 N76-23706 p0176 N74-32216 holes Consequences on design GRADOWSKI, R. DIAIRTER, D. H. ntenns impedence of a ground-based emitter in the low hequency domain p0253 N75 22072 sO128 N28-24840 issuon of impact testing of protective halmet very low frequency domain p0383 N78 22073
Antenna response to random electric fields due to thermodynamic density fluctuations in plasmas (AGARD-R 629) DO241 N75 23156 GENT. H massuring rod for ATC systems, the index of orderli-BO058 N76-23229 Biodynamic Response to Windblass BD217 N78.32716 ness GEORGI, J. P. IADARD-CP-1701 p0160 N76-16267 Mechanics of head protection 00230 N78-27860 estion of programmable calculators to EMC enaly Physiological limitations to high speed secape p0231 N76-27857 Pluking up and grephing of three dimensional flow side p0020 N77-11966 B.S. ATHEWORL, S. J.

Definition and measurement of perceptual and mental workload in ancrews and operators of Air Force weapon systems, a status report p0238 N76-28783

Assessment of potceptual and mental performance in p0239 N76-28789 p0161 N76-16278 helds Cantrifuge sassament of a reclining seat GRAPTON, S. B. рост россо N77-1164B AFTON, 8. E. Results of recent NASA studies on Spin resistance #0107 N76-29251 GLICK, D. D. US Army medical in-flight avaluations, 1965-1976. GRAHAM, D A historical perspective for advances in flight control systems p0103 N74-31430 GRAHAM, L. D. DD227 N76-1970D civil aviation personnel GERMAIN, G. P In-flight evaluation of hand-held optically stabilized target The MECHA expaniental computer model with automa Forming useful directionally solidified composite shapes p0130 N75 11040 DO246 N76 16278 GLIDEWELL, N. J. Two let exhaust system test techniques GRANT, I.

Measurement of periodic flows using laser Doppler
p0152 N77-11232 EMMAN, G.

Cooling of electronic equipment in relation to component
temperature limitations and reliability p0076 N77-16047 COREC. NO. GOBELTZ, J. GERRITY, K. P. Flight simulation using free-flight laboratory scale models p0121 N76-25288 P. power supplies Their performance and limita-p0074 N77-16037 GRANT. J. control circuits for toxic fluids p0182 N76-21446 tions
deRetteN, K.
Ground effect on alriolis with flaps or jet flaps
p0025 N78-13815 Flow control seasons .

GRANT, #.

Experience with the Condottle flying control system p0010 N78-30048 Effects of sirframe design on spin characteristics naracteristics no107 N76-2928B Effects of static moments from rockets or asymmetric GEMETLE, J. H. Advances in angine burst containment GEATHWOML G. loads on arcraft spins Creep of ceramic materials for gas turbine applications p0143 N77-18183 p0073 N76-32184 Lubiloation under satreme pressure p0147 N75-22497 GRAUER-CARSTENSEN, H. GODFREY, D. GM8221, U. GRAUER-CARSTRISEN, H.
The Ludwieg lube: A proposal for a high Reynolds number transcole wind human p0113 N76-25216
GRAVELLE, J. A.
In-flight thrust measurement in engine condition monitoring p0095 N78-31095 Finw field in the wake of a blunt body by laser Doppler semanatry political N77-11245 Fretting waar of steel in lubricating oils DIG 147 N75-22503 anemometry GHIA, K. N. CODPRIED, L. M.
Critical evaluation of todays firsproof testing of serospace n0046 N76-14070 Evaluation of several approximate models for laminer meampressible separation by comparison with complete Navier-Stokes solutions p0033 N76-17035 in engine condition monitoring materias
GOERRES, M. P.
Psychic health
A quantite regilipeable in flying filmss
p0212 N75-24308 Effects of duration of vertical yibration beyond the proposed ISO "letituse-decreased proficiency" time, on the performance of various tesks p0218 N75-27702 GREATED, G. A. Evaluation of several approximate models for laminar Incompressible separation by compation with complete National Research Separation (National Research Separation Research Separation Research Separation Research Separation Research Separation Research Separation Research GORTHERT, &. H. Technical evaluation report on the Field Dynamics Panel Symposium on Wind Junnel Design and Testing Techni-Measurement of periodic flows correlation techniques GREEN, J. E. using laser Doppler p0152 N77-11232 QUES [AGAND.AH.87] 60127 N78,30238 p0243 N75-10713 [AGAND-AG-182-PT-2] Maliability growth modelling for avignics GOSTHERT, W. H. 101BO N/8-24604 IBERT, A.

Study of man's physiological response to exposure to infra-sound levels of 130 dB pO216 N75-27711 Interferometric messurement of model deformation GREEN. N. G. Auditory communication GREANE, J. W. 00230 N78-27851 CINEON. M. A. GOFF. F. G. GREENE, J. W.

Assessing an evietor's ability to have apeach in his operational environment p0209 N75-23088
GREENFIELD, M. A.

Worldshilly office isostatically pressed presticyed literatum p0141 N77-18178 Computer measurement of complex performance Development and applications of statlet data resources in energy related sessesment and planning [PUBL-901] p0267 N77-15941 p0211 N78-24300 A physiological compatison of the protentive value of nylon and wool in a culd environment p004# N74-33840 GOLDEN, F. B. C. Immersion hypothermia 110080 N74-33843 GIECKING, D. L.
Analysis of sir-to-sir missile requirements and wespons DREEMMAN, W. The Immersion violing p0230 N78-27849 The ignosphelic propagation of the modulated waves with parties frequencies for from and varying around the gyodraquency p0159 N74-31844 systems effectiveness in an air-combat managyering anginament p0128 N78-29309 US/UK voitex mointoring program at Heathidw Airport 20088 N78-23218 gysafrequency GREGORY, P. G. environment GIFFARD, C. The STRADA landing trajectography system pO111 N78-23288 Missile raider guidence laboratory p0112 N76-23302
GREGORY, T. J.
Computerited preliminary design at the early stages of p008s N74-31454 technology V/STQL propeller system poo86 N74:20414 GONIN. A. GILBERY, J. GILBERT, J.

Transversely Excited Atmosphere (TEA) CO2 laser
development and applications pCO21 N77-14988
GILBERT, W. P.
Results of recent NASA studies on spin resistance New possibilities offered by surface treatment in confission bolt47 N75-22499 vehicle definition GREIDANUS, F. J. Simple determination of the mechanical behavior of double base rocket propellants under high loading rates p0145 N77-11195 to contact corresion 6000H. C. H. Electronically-controlled (iquid-orystal graticules for use in optical systems pooso N76-17123 GUODEY, J. F. p0107 N76-29281 GRENAT. G. GILES, G. R.
Efficient sources of cooling for avionals Operational use of computers associated with the Modeline wind tunnels pools N77-11971 Antenna and conducting screen on a lossy ground po253 N75-22073 00078 N77 16043 which tunners

GRESZCZUK, L. B.

Consideration of failure modes in the design of composite p0133 N76-23710 GRLL F. R.
On the design and evaluation of flight control systems p0104 N74-31442 GDODSON, J. B.
Air-to-sir visual target acquisition p0210 N75-23094
GOODYER, M. J. ruvan, ਲਾ. ਹ. A low speed self streemblining wind lunnel The Hunter fly-by-wire experiment entitlete implications GREVEN, A.J. Renent experience pool 1 N78-30048 Application of the computer for on-site definition and control of wind tunnel shape for midmum boundary interference pools 9.77-11975 Unear acceleration perception threshold determination with the use of a parallelawing p0210 N76-23087 ant rutice uppeared.

GILL, P. H. M.

An arm retiraint system for election seats in high

An arm retiraint system for election seats in high

p0216 N78-32723 vestibular tests p0230 N76-27638 the influence of electrol on some GORAN, R. C. UILLETTE, W. B.
Nacelle-sint-sine integration model testing for nacelle simulation and insesurement accuracy p0116 N76-28238 GRIER. H. of manufacturing on p0072 N76-17100 Weight control and the influence structural design wites. H. V/610L propulsion systems V/610L propulsion systems po088 N74-19404 [AGARD-AR-64] po088 N74-19404 [Investigation of the relative ments of different power plants for BTOL-ground with blown flap application GORDON, W. I. GILLING HAM, K. K.
Changes in climal cardiologic insesuraments associated with high + G sub-z sizes p0220 N77-11648 Parametrig instabilities in the lonosphere excited by powerful radio waves observed over Arecibo 10008 N74-20408 PO188 N74-31618 Technical evaluation report on 42nd Propulsion and GILLIB, A. K. 4088. D. W. Mathodology of large dynamic files [AGARD-R-649] Energetics Panel Meeting on V/STOL Propulsion Systems p0089 N74-20433 Canadian military air material requirements 10288 N77-15908 p0021 N77-14243 GRIEM, H. GIRLON, G.
Theory of mixing flow of a perfect fluid around GOTT, G. F. FT, G. F. Improvements to HT FSK data transmission p0186 N78-20322 Some low speed aspects of the twin-engine short had arroraft VFW 614 p0002 N78-21230 dy and a propulsive jet 140028 N78-23493 GILMORE. D.
Investigation of externally blown flep atribute with leading edge devices and slotted fleps p0024 N78-13802 GOTTHON, R. N.
Mintery applications in fluides p0181 N78-21444
GOTTSCHLICH, M.
Digital fly-by-wars control system with selidisgnosting p0108 N74-31451 GOTTHON, R. N. ORIDAR, H. Stress and strength analysis of reinforced plastic with ples. Consequences on design. p0132 N78-23706 GRIFFIN.M. J.

A study of sibration, pilot vision and helicopter cidents p0214 N78-27 GILWES, W. J., JR.
Fire dynamics of modern arroraft from a materials point GOUGAT. DO214 N78-2 / 099 DO046 N78 14089 Fourier ensiys and the correlation of speed with postalionary serudynamics poo20 N77-11985 GRIFFIN, & A. GINDRE, M. nunstallonary asrodynamics p0020 N77-11985
GOURLOU, R.
Analysis of the noise Last its influence on communication Model systems and their implications in the operation of presentand wind tunnels p0117 N76-25248 Application of pseuto-orthogonal codes to transmission through the ionosphere p0167 N76-20327 Of PRESIDENCE OF CONTROL OF COMPLEX POWER Plant
The use of digital control for complex power plant
p0092 N75-23886 GINDUX, J. J. DO162 N76-16282 Two-dimensional shock wave-boundary layer interactions in high speed flows
[AGARD-AG-203] p0015 N75-32001 Optical insensements of thermodynamic properties in the fields. A review p0152 N77-11233 ORIFRITHS. H. M. flow fields. A review QOUYELARD, Q. Saleotion technique of the optimal frequency for data transmission through the conceptions p0166 N76-20317 Application of pseudo orthogonal cubes to transmission model to the conception of pseudo policy of the conception of pseudo policy p flow fields. A review Finw of solid particles in gases. Adjustes at the Voli Kaiman Institute for Fluid Dynamics. p0183 N77-12356 econdary ration for ground move p0066 N76-23211 GRIMGRUD, R. A. Introduction to winter survival GIORDANO, F. 00049 N74-33837 A contribution to the sero engines bearings condition ionitoring

Bonw systemeters

DOORO N74-33845

Tek I in gedi

PERSONAL AUTHOR INDEX Low visibility approach of helicopters and ADAC arc-it p0018 N75-30080 GROOM, K. D. ON, N. D. Thermal management of flight deck instruments p0075_N77-15041 GROOTHOPP, C. C.
Results of NLR contribution to AGARD at hoc study
pD178 N76-16392 Influence of jet parameters Nozzle thrust and discharge p0179 N76-16368 Direct measurement of sound sources in air jets using the crossed heam correlation technique p0286 N74-22648 Distributions of sound source intensities in subsonic and mercanic rate D0256 N74-22646 GROBER, W. F.
The C-SA setive lift distribution control system
p0011 N75-30081 Estimates of the stability derivatives of a halicopter and V/8701 arcraft from flight class p0007 N78-30020 a V/STOL aircraft from flight clats p0224 N78-14768 Plasma mechanisms for buiser emission b0187 N74-31828 GRUENEWALD, K.
Plaw detection by means of holographic interfelometry p0185 N74-23441 GRUNDY, A. J.
Flight/tunitel comparison of the installed drag of wing p0123 N76-28300 PROMOTY, A. C.
Flight/funnis cumparison of the installed drag of wing
mounted stores
QRUMHOFER, H. J.
A review of anthropometric data of German Air Force
and United States Air Force flying personnel, 1967 MAR p0184 N78-26638 Comment on results obtained with three UNERA sirplene calibration models in FPA transonic wind lunnels p0119 N76-25268 Direct measurement of sound sources in air jets using the crossed beam correlation technique p0288 N74-22648 Performance and physiological effects of combined stress including villestion p0218 N78-27701 GUILLEVIC, P.
Creek of the PF-VJZ sirelaft QUIQT, R. Companion of aerodynemic coefficient spotemed from theoretical calculations, which tunnel tests, and flight tests data reduction for the Algha Jet aligned p0122 N76-25295 apparation at a trailing adga D0033 N76-17032 Automatic control of a transonic wind tunnal with a al-time computer system p0019 N77-11977 eal-time computer system iel structure determination and parameter identification for hondiness serodynamic flight regimes p0007 N75-3001\$ Helicoptor operational loads spactrum and design critisals [AUARD-H-622] p0069 N74-33449 GUY_A, W. Biophysias - energy absorption and distribution DO218 N76-11886 Microwave induced acoustic effects in mammalian ditory systems p0219 N76-11899 Anditory systems
Engineering consisterations and measurements
Engineering consisterations and measurements
p0219 N76-11703 GUYOT, P Short I nil stroraft adaptation to the use of short landing holds: 1704-20415 Н HABRAKEN, L High-strength powder-metallurgy cobalt-base sligys for use up to 850 dag C p0141 N77-18171

GROSCHE . . . GROULD, D. G. GROULS, V. Cossidioldomycosis and svintion GROUNDS, S. (ACARD-AG-206) GUDMUNDSON, S. E. GUIGNAND, J. C. GUIRAUD, J. P. GUSTAPSON, A. J., JW. use up to doe use 5
HABRARD, A. G.
Characterization of components parlomance and optimisation of matching in jet-engine development
p0101 N78-26214 MACKETT, J. S. mination of low spear; water block and corrections via tunnel wall statio pressure messuremen p0116 N70 28235 HADOOCK, R.
Composite materials design from a materials and design policy N76-19237

Application of a laser-Doppher-velocimeter in a trans and

HARRS, J. B.
Design of a constructivisticine test (Tempest) receiver for maximum broadband dynamic range p0164 N78-18285

ATCRES trileteration, the activanced suport surface traffic

supersonic blow down wind tuniel

pact on aerod-marmie design

HAFER. X.

p0117 N75-25246

p0201 N75-18982

p0056 N76-23212

HARTMANN, U. MAGEORE T HANKINS, W. W., III IKINS, W. W., III Interestive computerized air combat opponent p0128 N76-29308 duling Arecino tonospherio modification experim DO155 N74-31616 Distribution of the tasks in a phased-array rader system Varrowband radio noise in the topside ionosphi between general-purpose computers and special processing units p0247 N75-16277 HAGN, G. H. HANGEN, R. R. Definitions and fundamentals of electromagnetic noise Simulation in support of flight test p0125 N76-29297 interference, and compactibility p0159 N78-16287
Man-matel electromagnetic noise from unintentional
relations A summery p0159 N78-16288
A status report of the IEEE/ECAC electromagnetic HANSEN, W. Surface dye penatrants p0194 N74-23439 HANSFORD, R. S. The ramoval of wind tunnel , inels to prevent flow breakdown at low speeds p0118 N7R-28262 compatibility figure of ment committee p0161 N76-16272 MANN, P.
A method for the guidance and control system evaluation
to the maintainal point of view p0124 N76-29289 HANSON, D. B. Application of rotor mounted pressure transducers to p0097 N78 25177 HAIDL G. HARDEN, G. F. Active flutter suppression on wings with external stores Army autorelational secidants pOOAB N74-20771 HARDY, C. A. impact of Reliability Improvement Warranty (RIW) on p0190 N75-24608 Wing with stores flutter on variable evens wing left to the stores flutter on variable evens wing either the stores flutter on variable evens wing either the stores flutter on variable evens with the stores flutter on variable evens with the stores of th impert or research
avionic reliability p0180 N76-24611
Avionic reliability and life-cycle-cost partnership
p0181 N76-24611 [AGARD-R-652] p0074 N77-16034 HARDY, J. M. Research about effects of external flow and stream installation conditions on threat reversers performances p0028 N75-23485 MAKIM, M. J.

Powder fabrication of fibre-reinforced superalloy turbine
po141 N77-18170 Influence of the jet pressure ratio on the performance of an AGARD single flow afterbody in the 0.60-0.85 Mech DO179 N76-14387 HALL H. B. TRAIL, T. S.

Operational aspects of valiations in sterinsss
[AGARD-AG-189] p0222 N74-34870
Endoctine-metabolic indices of stories workload: An analysis acrose studies p0237 N78-12866
MALPORD, G. R. The use of computers in rotary Wing testing p0019 N77-11973 MARGREAVES, J. J.
A review of the lifting characteristics of some jet lift
V/STOL configurations p0025 N78-13819 An overview of high temperature metal fatigue: Aspects overed by the 1973 International Conference on Creen V/SIGL companies

HARITATOE, F. N.

Hologiaphio data storage and retrieval system

µ3268 N77-16943 unference on Creep p0198 N78-10488 and Fatigue HALL, A. D. HARMAN, R. K.
An optimally integrated projected map navigation p0062 N76-32176 Helicopter design mission load specife DO013 N76-30210 MALL O. R. A criterion for prediction of sirframe integration effects on injet stability with application to sevened fighter poocy N78-23487 HARMON, G. H. COM recording techniques and recorders aircialt MALL, W. E., JR. p0268 N77-10948 p0268 N77-10982 COM applications: Graphic HARPER-BOURNE, M. Model structure determination and parameter identifica-tion for nonlinear serodynamic flight regimes p0007 N78-30018 The noise from shock waves in supersonic jets p0267 N74-22683 HARPER, L. R. Standardization of the principal electromagnetic sym-Description of tests certisd out at Molis Royce (1971)
LTD Bristol engine division pO 178 N76-16389
The influence of model external geometry (AGAMD-H-076-REV-1) DO155 N74-20889 HALLWELL D.
Integrated Doppler/heading reference/radio navigation pc062 N76-32178 matry p0179 N76-16386 HARPUR, N. P. The effect of active control systems on structural design policy N74-28562 Predictive techniques for wake vortex avoidance prodictive techniques for wake vortex oritoria HARRINGTON, E. V., JR. Digital phase processing for low-cost amega receive p0060 N76-32166 HARRIS, J. C.
Protection from ratinal burns and Rashbindness due to p0241 N77-12711 MAMBURGES, P. S. v system architecture for ATC automation µ0087 N76-23228 HARRIS, R. M. HAMEL P. G. Future ATC technology improvements and the impact slipping capacity pOOBS N76-23210 Treeos approach flight test results of a business-type attent with direct lift control p0004 N75-21240 Status of matheda for strotal state and parameter identification p10121 N76-25282 on airport capacity HARRIS, W. J. The influence of fretting on fatigue p0146 N75-22494 The innusion of the ARNIBON, G. F.
The effect of cycle parameters on high temperature low p0195 N75-10491 Identification HANID, M. A. K. itiD, M. A. K. Redicimetric alguatures of complex bodies p0252 N75-22066 bycle fetigue HARRISON, 1. H. The operational problems encountered during precise measureming and tracking pOU1s N78-14019 HAMILYON, K. R. The International Federation of Air Traffic Controllers
Associations (IFATCA) p0050 N78-32055 An advanced disgnostic engine monitoring system approach pC095 N75-31097 The use of a mini-computer at the Defence Research information Centre (DRIC) p0285 N77-18932 HARTAL O. A straight forward computer routine for system cable EMI analysis pO184 N76-18296 MARTEOWER, C. E. Effect of sustained + Q aub a secretation on partiage output and traditionation of partiag output in awake ministrate aware p0221 N77-11850 1780/Willian C. E.
Detection and retermination of flaw airs by accustonisation LO394 N74-23438
Detection and determination of flaw airs by accusionisation polise N76-16474 HAMMEROLEY, E. J. ministrates Corrosion in suframes, power plants and dasociated sucraft equipment p0137 N76-33336 HARTMAN, B. O. HAMMOND, V. W. ARTMAN, 8. O.

Operational expects of variations in alertness
[AGARD-AG-188]

Systems simulation: A global approach to alcrew
workload

Endouthe-metabolic indices of allicrew workload,
analysis arcras studies

Physiological costs of extended alliborne command and
control operations

Operations

Operations

AGARD-CP-181]

The correlational structure of staditional task measures
and engineering analogues of performance in the cognitive
domain

DO238 N78-20784

The human as an adaptive controllar

p0239 N78-25788 The evolution of test renges and the changing requirements they serve, an overview p0110 N76-23264 HAMPSHIRE, T.
A guide to reprographic processes for [AGARD-AG-199] p0259 N75-19073 HAMPSON, R. F.
Evaluated numerical data for the BST and oblignoffluorocation problems. A case study of how to help the angineer and the modellers. p.0267. N77-18942 HANBABA, R. Fessibility study of a HF antenna with elliptical polariza tion used for telegraphin transmission with very high speed p0167 N76-20325 HANKE, D. H. The effects of two stressure on traditional and engineering n0240 N76-28793 Steep approach flight test results of a business-type shorted with direct lift control p0004 N75-21240 Alleran with discount MANKEY, W. L., JR.
Theoretical modal for viscous interactions
po018 N78-32002 analogues of cognitive functioning HARTMANN, M. J. RANIMANN, W. J.
The effect of circumferential distortion on fan performance at two feels of blade loading pOSE N76-25164 HARTMANN, U.

p0018 N78-32003

Superconic turbulent separated flows utilizing the Navier-Stokes equation p0035 N76-17052

Application of model control theory to the design of digital on control systems p0103 N74-31433

flight control systems

HETHERINGTON. R HOFFMANN, M. HARTZUIKER, J. P. HARTZUIKER, J. P.
The proposed large European high-Reynolds-number transonic wind tunnel (LEHRT) p0120 N76-25272 On the flow quellity necessary first the Large European High-Reynolds-Number Transonic Windtunnel LEHRT (ADARD-R-644) p0127 N77-11070 HARWOOD, M. G. Influence of unsteady flow phenomena on the design and operation of aero angines p0096 N75-2517 p0096 N76-25171 HEWETT, M. D. On improving the flight fidelity of operational flight/ weepon system trainers p0125 K75-79289 HOFMANN, M. A. Film hybrid circuits for LSI HABEQAWA. A. HEYNEMANN, L. D. p0174 N76-25050 00083 N77-18082 Aluation of cocknit fighting HEYWOOD, J. B. Instabilities and nonlinear processes in geophysics and trophysics pO157 N74 31825 The dispersion of propellants from sucreft vision goggles HOGG, G. W. astrophysics

HASKELL D. F.
Damage tolerance of sammonocoque arcraft
p0198 N78-19477 DO202 N74-26105 HICKEY, D. H.
V/S101 serodynamics A review of the technology
p0023 N75-13798 HASLAM, G. H. Aurodynamics of jet flap and rotating cylinder flap STOL neepts p0024 N75-13805 seemple of a method for prediction fedure p0194 N74-23431 concepts The rationale and design features for the 40 by 80/80 y 120 feet wind tunnel p0114 N75-25223 HÖHLWICK, H. Stability of halicoidal motions at high incidences p0107 N76-29254 / 120 feet wind tunner
Correlation of low speed wind tunnel and flight test data
- 97/9701 arceraft p0122 N76-28293 HAVERMANN A for V/STOL arrorate ocedures/measures of effectiveness for Air Standard procedures/measures of Force operational test and evaluation HICKS, D. S. KB, U. S. Linear phased array for yew stabilisation DO170 N74-31678 p0110 N76-23288 A. T. BROSELON HAWARD, L. R. C. VAND, L. R. C. Emotional stress and flying efficiency p0239 N76-28790 Exhaust plume temperature affects on nossie afterbody performance over the transonic Mach number range pocca N78-23804 HAWKER, F. W.
Experimental evaluation of limb flat initiation and sjection p0218 N75-32725 HOLCEN, M. S. HOORT N74-31470 The F-15 design considerations HAWKETT A D HIGHT, D. H. Improved design of interference suppressors and measurement of attenuation characteristics p0183 N76-18090 HAWKINS, R.

Recent studies into Concords noise reduction p0288 N74-22661 HT, D. H. Electromagnetic competibility in military strotaft p0161 N76-16273 HIGTON, D. R.
Some engine and aircraft design considerations affecting p0087 N74-2042 ropagation of high power laser beams through the eaphers: An overview p0206 N76-29843 HILBORN, E. H. An experimental evaluation of various electronic cockpil displays for air/ground data link communications p0079 N76-17116 HOLEMAN, B. D. HEARNE, P. A. rrend∍ in technology of amborne electronic displays p0078 N75-17109 HILBOURNE, R. A.
The design of MOS integrated discusts MEINERNO M Standard procedures/measures of effectiveness for Air Trice operational test and evaluation (constant improvement task 2) p0110 N76-23286 p0174 N78-28049 selesiace application p0219 N76-11700 Biological effects of ultresound HELDENFELS, A. R. HILLAM. B. HOLUNGTON, J. L. Integrated, computer sided design of sircraft Improvements to HF FBK data transmission DO087 N74-31474 p0166 N76-20322 HILVERDINK, R.
Qualification of personnel p0188 N78-164bb
HINDELANG, F. J.
Research in Gammany on fluid-dynamics of air pollution
175-15 to storaft cogrations p0202 N74-26107 Crystal growth methods for the production of sligned misosites p0130 N75-11039 HELLBAUM, B. F. Experimental design of laminar proportional amplifiers NINDSON, W. S.
Estimates of the atability derivatives of a helicopter and a V/STOL aircraft from flight data p0007 N75-30020 AGARD-AG-182-PT-1 HELLINGS, P. J. sires ਦਾ ਦਾ Development of a system for scoring simulated bombing p0127 N76-29312 MELLETROM. B. LETROM, E.
Local affects of acclimatization to cold in man
p0049 N74-33539
Vibration injuries and cold exposure p0049 N74-33541 HOLLY, F. F. Experimental and computational companion that the Experimental and computation of visual range pozo4 N76-29829 r, rr. Experimental and computational comparison of different ELPS, K. A.

— experimental investigation into duplex digital control
of an angine with raheat p0104 N74-31448

— compact interpreter That implications on software
and hardware design p0246 N75-18288 Unsteady contributions to steady radial equilibrium flow p0098 N76-251R1
Finite element method for through-flow calculations
p0040 N77-12019 HOLMES, P. L. HENNEY, M. L. p0077 N74-28934 names, technisements NRTH, A. Local measurement and proportional density of gaseous flow by Raman anti-Stokes coherent scattering p0153 N77-11235 HENRIKSEN, R. Optimal control of stochastic systems with unspecified minutes p0104 N74 31438 termination times spectra FAGARU-R-640} The laboratory role in early detection of disease Application of advanced model-following techniques to the design of flight control systems for control configurations pools N75-30038 p0228 N76-27820 The human as an adaptive controlls HOBILT. F. M. HOLT, M. p0239 N78-26789 Effoot of yew camper on lateral gust loads in design of the L-1011 transport p0102 N74-26661 Practical finite element method of follure prediction for composite material structures p0132 N75-23703 HERBST, W. HOLZEM, H M. M. Recent studies into Consorde noise reduction p0258 N74-22661 Advancements in future fighter aircraft HOCHSTEIN-MINTZEL, V. HOLZHAUSER, C. A. Importation, diagnosis and treatment of smallpox cholera and leprosy p0223 N76-14782 E0068 N74-31483 and leproty assignment of smallpox cholers and leproty to the strength of the strength of the strength of specific strength of superimental and clinical studies p0224 N76-14/87. The induction of interferon and specific smallpox immunity by oral immunisation with tire strength of specific smallpox immunity by oral immunisation with tire strength of the p024 N76-14/89. The threat of tropical diseases and parasitises from epitianiological and clinical aspects) p0224 N76-14772 HODGE, W. F. NERGOOK, R. G.
Aerodynamic response
HERD, G. H.
Avionics reliability control during development
p0190 N76-24603 MENCOOK B G Experienced in-flight evionics insifunctions p/1190 N/6-24608 HERMANNE, F n the interaction between a shock wave and a vortex p0288 N74-22665 ODGE, W. F.
A Monte Cerlo analysis of the effects of instrumentation errors on aircraft parameter identification
DOCOS N75-30002 HERBOH, W. Very stirs, high gain printed circuit microwave antenn for airborne blind landing aid p0170 N74-3167 HOEFGEN. G. p0170 N74-31676 Medium distance side (VHF omnidesotional radio beau-HERZOG, A. J. DO082 N78-32069 The gatekeepsi hypothesis and the international transfer of scientific knowledge p0271 N76-25113 HOEKSTRA. P. p0271 N76-26113 mant Surface Impedance of radio groundwaves over stratified the p0283 N75-22068 HOBLOCK, J. H. HESS. A. Diagnostics and Engine Condition Monitoring [AGARD-CP-185] p0094 N75 31063 HORNLINGER, H. Autive control of empanage flutter p0070 N76-32099 Dynamic simulation in wind tunnels, part 1 p0120 N76-25275 HESS. W. Development of an S-band dual modulibrin for telemitry reception by the 100 M Efficaberg radio telescopii p0172 N74-31697 Fretting of aircraft control surfaces: p0146 N75-22488 HOFFMANN, H. E.

DFFMANN. H. 5.
The influence of the atmosphere between 'leftcopiers and ground-targets on the downward and upwerd visibility p0208 N76-29859

HORDWITZ, S.

ORQWITZ, 8.
Propagation of a Loran pulse over tregular inhomogeneous ground p0254 N75-21,074

PERSONAL AUTHOR INDEX Studies on stress in Aviation patsonnal, snalvtis and presentation of data derived from a battery of measure-ments DFMANN, M. A.
 Anny autorolational socidents p0045 N74-20771
 Comparison of visual performance of monocular and binocular azistors during VFR helicopter flight p0257 N76-18793. ar iligini 20227 N76-19793 P0227 n/0-19794
Helicopter flight performance with the AN/PVS-5, night p0227 N/6-19794 Vibration diagnostics in helicopter power trains n0096 N78-31096 HOHENEMSER, K. H. Hingeless rotorcraft flight dynamics [AGARD-AG 197] p0023 N/6 10003 Air operations and circactur, parfit mance rhythms e0239 N78-25787 iN, D. M. Passive and active atmospharic vision p0207 N75-29854 Some experimental observations of the refraction of sound by rotating flow p0257 N74-22651 HOSDEN, F. M. OSN, F. M.
Simulation of high workload operations in air to 4ir under p0237 N75-12593 Tile development of models of shock wave boundary layer interaction pool 5 N75-32004
Experimental facilities and measurement techniques pool 5 N75-32008 Shock syave-laminar boundary layer interactions -0018 N78-32008 Bhock wave-turbulent boundary tayer interactions p0018 N75-32007 Infrared and visible radiation detectors for imaging and in-imaging and physical one p0280 N75-10777 Display Janerator Instruction set considerations for pools NPS-17129 The C-SA a tive lift distribution control system p0011 N78-30081 HOLLUNGTON, J. L.
Helicopter automatic flight control systems for noor visibility operations
POLLOWAY, A. M.
A guide to the layout of *schmicel publications [AGARD-AG-178]
Glogo any of documentation terms Fer 1. General nO264 N74-34424 [AGARD-AG-184-71-1]

ACLOWAY, N. B.
Introduction of CCV technology into airplain design p0068 N74-31481 Vision with the AN/PVS-5 night vision goggle p0241 N77-12715 HOLMES, F. A.
IR thermal imaging sensors for halloopters
p0013 N78-30083 rough to the development of three and information networks with special reference to the UK p0264 N75-23377 rr, ਹ. ਵ. The development of fatigue/crack growth analysis loading uO198 N78-19487 HOLSTEIN, W.
ELANDIS A vartical situation de stry
3082 N76-17138 Three dimensional boundary layer separation in super-onic flow p0037 N76-17063 A new lightweight fuel control system for electrical puls p0092 N7 6-23809 EXHAUSEN, C. A.

Requirement for elimitation in V/STOL research circleft pools N75-13820 CI-CHERN, A.
The attenuated live smallpox vaccins, attain MVA results
of experimental and clinical studies — p0224 N76-14767 An epidemic of chikung-nya in the Philippine Islands: Possible role of aircraft dissemination p0224 N76-14766 p0050 N75-3205 1 The controller view p0050 N78-azona The psychologist's view p0050 N78-azona The provision and use of information on air traffic control p0085 N78-23203 The application of mini-processors to navigation squip pools N76-32173 Annulus wall boundary layers in turbomachines [AGARD-AG-185] p0176 N74-30827 Intermittent positive control. A ground-based collision pOOB5 N76-23208

correlation

HESSEL, A. Conformal arrays for success.

Conformal arrays for security page 2.2.
Continuous navigation updating method by means of area poods N78-32159

n0168 N74-31868

An experimental and numerical investigation of shock	Transonic buffet behavior of Northrop F-6A sircinft	The environment of two dimensional students with
wave induced turbulent boundary layer separation at	[NASA-CR-140939] p0070 N75-10054	The seredynamics of two-dimensional stricts with apolars p.0024 N76-13809
hypersonic speeds p0038 476-17083	[JANSEN, C. J.
HORTON, H. P.	1	Pealgn and performance of the four-degree-of-fresdom
Numerical investigation of regular laminer boundary layer	l l	motion avaism of the NLR research flight simulator
separation p0033 N76-17036		p0125 N76-29304
HOSMAN, R. J. A. W. Advanced flight test instrumentation. Dasign and	IANNELLO, M. The ionospheric propagation of the modulated waves with	JANSEN, Q. Physiological responses due to noise in inhabitants around
calibration p0008 N75-30003	carrier frequencies for from and verying around the	Munich airport p0226 N76-17799
HOUBOLT, J. C.	gyrof equency pD159 N74-31844	JAPIKSE, D.
Recommended procedures for processing acceleration	IDRAC, J.	Design optimization and performance map prediction for
data obtained by aircraft cluring atmospheric turbulance	Metrological characteristics of a measuring channel 170077 N74-25936	centiflugal compressors and radial inflow turbines
encounter [AGARD H-631] p0032 N75-32014	ILIFF, K. W.	p0101 N76-26213
Mathematical morteling and response evaluation for the	Practical aspects of using a maximum likeliho- d gatima	JARVIB, M. L. Improved design of interference suppressors and measur-
fluctuating pressures of aircraft buffeting	tor µ0006 N76-30013	ement of attenuation characteristics p0163 N76-16290
[AGARD-R-630] p0032 N76-32016	IMBERT, N.	JEFFRRY, N. W.
HOUSE, D. E.	Simulation of a visual aid system used for the piloting of helicopters in formation flying p0125 N75-29301	Digital computer aspects of the Instrumentation and
US Nevy Right test evaluation and operational experience	IMMARIGEON, J. P. A.	control of the new RAE 5 metre low speed tunnel
at high angle of attack p0109 N76-29766	Control of grain structure during superalloy powder	p0018 N77-11970
HOUSE, T. L.	processing p0140 N77-15169	JENYNE, R.
An overview of US Army helicopter structures reliability and maintainability	IMMRN, F. H.	Display techniques for air traffic control systems p0062 N76-32076
[AGARD R-813] p0084 N74-18692	Critique and summery of the specialists meeting on halicopter design mission load spectra p0073 N76-30213	JERNOVIST, L. F.
HOUSER, D. M.	INCE, A N.	A three-component laser-Duppler-velocimeter
Vibration diagnostics in Itelicopter power trains	Electromagnetic wave propagation involving irregular	p0184 N77-11248
p0095 N75-31096	surfaces and inhomogensous media	JESSEN, W.
HOWE, R. H.	[AGARD-CP-144] n0280 N75-22048 Technical review of EM wave propagation involving	Experimental and computational comparison of different
A survey of mechanization and documentation activities in ACIARO mational distribution centers	regular aurisces and Inhomogeneous media	methods for detaimination of visual sange p0204 N76-29829
[AGARD-R-77] p026B X77-72041	DO250 N78-22046	JEWSTT, W.
HOWELL, D. A. S.	Influence of topography and atmospheric refrection in	Narrowband HU communication systems for digital
The structural design process for helicopters with	UHF ground-air communications p0284 N75-32080	voice p0166 N78-20320
emphasis on the rotor p0072 N76-17096	INGER, G. N.	JEX, H. R.
HOWELLS, i. The problems of cooling high performance inflitary	Three dimensional disturbances in restlecting separated flows p0038 N76-17047	Evaluating blodynamic interference with operational
straraft p0074 N77-16032	INDY, N. F.	grews u0218 N76-27707
Aircraft cooling techniques p0075 N77-16040	A tracking and control system using pulsed pursums	JOR, D. M. Investigation of characteristics and practical implementa-
HOWIE, E.	sions p0111 N76-23293	tion of applicably bolatized requetors in elot estable substitution of cuesectaristics and bideoxist turbustion of cuesectaristics and bideoxist turbustion.
The NASA regional dissermination center 90263 N74-27462	IRVINE, W. M.	p0174 N74-31707
HSIAO, J. K.	Multiple scattering as planetary atmospheres p0204 N76-29824	JOENUK, H. P.
Patterns and polarizations of simultaneously excited	INWIN, H. P. A. H.	Digital fly-by-wire control system with selfdiagnosing
planar arrays on a conform surface p0169 N74-31669	The prevention of separation by blowing in two-	failure detection p3108 N74-31481
HÚANG, P. C.	dimensional flow p0034 N76-17044	JOHANNES, R. P.
Finite element applications to battle damaged structure	ISCHNOTT, A.	#-52 control configured vehicles program no105 N74-31462
HUBER, H. C. p0073 N76-32185	Determination of the movement of the apparent phase centers of kiroralt antennes for calibrating the ZDBS	JOHANSSON, T. G.
Importation, diagnosis and treatment of smallpox, cholera	Interferometer p0173 N74-31704	A litrea-component laser-Doppler-velocimeter
and leptosy p0223 N76-14762	ISEMAN, J. M.	p0164 N77-11248
The attenuated live small pox vacutne, strain MVA results	Circuit models of passive pneumetic fluidic compensation	JOHLER, J. M.
of experimental and clinical studies p0224 N70-14767	networks p0181 N/6-21442	Propagation of a Loren pulse over tregular, tre
The threat of tropical diseases and parasitoses (some epidemiological and clinical aspects) p0224 N76-14772	IGENBERG, J. The prediction of the behaviour of axial compressors near	homograeous ground p0284 N78-22074
HUDDLESTON, J. H. F.	surge p0100 N76-28203	JOHN, H.
I abasel and consequently be made information accounting		Critical review of methods to predict the buffet capability
Capolitory languages into transact insolutation brocasting	IBNAEL, D. R.	
Laboratory research into human information processing p0236 N76-12890	Plans and Developments for Air Traffic Systems	of sireraft [AGARD-6:623] D0069 N75-10083
HUDSON, J. W.	Plans and Developments for Air Traffic Systems [AGARD-CP-188] p0053 N76-23191	(AGARD-R-623) p0069 N75-10053
p0236 N75-12590 HUDSON, J. W. Laser and low light level television systems	Plans and Developments for Air Traffic Systems	
HUDSON, J. W. Laser and low light level television systems p0212 W/5-30779	Plans and Developments for Air Traffic Systems	[AGAItti-R-823] p0069 N75-10083 Citical tevine of methods to predict the huffet penetration capability of afreat p0027 N78-22287 JOHNSON, A. J.
HUDSON, J. W. Laser and low light level television systems po212 H75-20779 Forward looking infrared systems po212 W75-26781	Plans and Developments for Air Traffic Systems	(ĀĞĀITĀ-R-823) p0086 N75-10085 Chitusi tevinw of methods to predict the hulfet penetration depibility of siturals p0027 N76-22287 JOHNBON, A. J. The operational consequences of alsep depression, and
HUDSON, J. W. Laser and low light level television systems po212 4/75-30779 Forward tooking infrared systems p0212 4/75-20781 HUDSON, R. D., JR. Laser and low light level television systems	Plans and Developments for Air Traffic Systems [AGARD-CP-186] pC083 N78-23191	(AGARC-8-823) p0069 N75-10083 Cittus review of methods to predict the buffet penetration capability of aircraft p0027 N78-2287 JOHNSON, A. C. The operational consequences of alsep deprivation, and sieps defauld.
HUDSON, J. W. Laser and low light level television systems p0212 H75-20779 Forward looking infrared systems p0212 N75-20781 HUDSON, R. D., JR. Laser and low light level (alavision systems p0212 N75-26779	Plans and Developments for Air Traffic Systems pC083 N78-23191	[ĀĞĀITÜ-R-823] p0086 N75-10085 Cititud tevinw of methods to predict the buffet penetration capability of a fizzelt p0027 N75-2287 JIHNBOR, A. J. The operational consequences of allege depression, and sleep defluit [AGARD-AG-183] p0236 N74-31866
HUDSON, J. W. Laser and low light level television systems po212 H/b-01779 Forward looking infrared systems po212 H/b-02781 HUDSON, R. D., J.R. Laser and low light level television systems po212 N75-26779 Forward looking infrared systems po212 N75-26781	Plans and Developments for Air Traffic Systems [AGARD-CP-186] pC083 N78-23191	(AGARCA-R-823) p0069 N75-10083 Cittud review of methods to predict the buffet penetration capability of already JOHNBOR, A. J. The obsertional consequences of aleap depression, and sleep righted. (AGARD-AG-183) p0238 N74-31880 JOHNBUR, A. L.
HUDSON, J. W. Laser and low light level television systems po212 H75-20779 Forward looking infrared systems po212 W75-26781 HUDSON, R. D., JR. Laser and low light level (alavation systems po212 N75-26779 Forward looking infrared systems po212 N75-26781 HUBSTER, U.	Plans and Developments for Air Traffic Systems [AGARD-CP-188] J JAARSMA, F. Lipset of future fiels on military sero-engines [DC201 N75-15981] Jot interference of a podded engine installation at croise	[ĀĞĀITÜ-R-823] p0086 N75-10085 Cititud tevinw of methods to predict the buffet penetration capability of a fizzelt p0027 N75-2287 JIHNBOR, A. J. The operational consequences of allege depression, and sleep defluit [AGARD-AG-183] p0236 N74-31866
HUDSON, J. W. Laser and low light level television systems po212 H/b-01779 Forward looking infrared systems po212 H/b-02781 HUDSON, R. D., J.R. Laser and low light level television systems po212 N75-26779 Forward looking infrared systems po212 N75-26781	Plans and Developments for Air Traffic Systems [AGARD-CP-186] pC083 N78-23191 J. J. ARRSMA, F. 1. peot of future fuels on military pero-engines p0201 N75-17981 Jot interference of a podded engine linealization at ordise p0027 N75-23490 p0027 N75-23490	(AGARC-6-823) p0069 N75-10083 Critical review of methods to predict the hufset penetration capability of sizeral p0027 N78-2287 JOHNBON, A. J. The operational consequences of sleep depression and sleep deficit [AGARC-63 183] JOHNBON, A. L. Flight test results of propagation experiments through minomeganeous media p0286 N77-2286 N78-2086 Simulation and implementation of a modulation system.
PO236 N75-12890 Laser and low light level televation systems po212 W/5-03779 Forward looking infrared systems po212 W/5-03779 HUDSON, R. D., JR. Laser and low light level televation systems po212 N75-26779 Forward looking infrared systems po212 W/5-26779 HUBTYER, U. An apparimental study to determine failure envelope of composite materials with tubular specimens under combined looks and compression between several cleasited	Plans and Developments for Air Traffic Systems [AGARD-CP-188] J JAARSMA, F. 1 spect of future fuels on military perc-engines p0201 N78-19881 Jot interference of a podded engine installation at cruise contitions p027 N78-29890 Improved nazzle testing techniques in transcriotiflow	[ĀĞĀIKĪ-R-823] p0.086 N75-10.085 Chitcal review of methods to predict the hullet penetration capability of sircalt p0.27 N75-22.287 JOHNBOR, A. J. The operational consequences of aleap depression, and siego defluit [AGABN-AG-193] p0.235 N74-3186 JOHNBOR, A. L. Flight test results of propagation experiments through inhomogeneous media p0.255 N75-22.081 Simulation and implementation of a modulation system for overcoming tempsyheric scintillation lading
HUDSON, J. W. Laser and low light level television systems po212 1/75-30779 Forward looking infrared systems po212 1/75-30779 HUDSON, R. D., J.R. Laser and low light level television systems po212 N75-26779 Forward looking infrared systems po212 N75-26779 HUBTTER, U. An apparimental study to determine failure envelope of composite malerials with tubular specimens under combined loads and comparison between several classical circles;	Plans and Developments for Air Traffic Systems [AGARD-CP-188] pC083 N78-23191 J. J. AARSMA, P. Lipset of future fiels on military aero-engines pC201 N78-17881 Jot Interference of a podded engine installation at cross contitions pC027 N78-23490 [Improved https://example.com/lipset/pc/18/18/2-2555] pC182 N78-23555 [Improved https://example.com/lipset/pc/18/2-2555] pC182 N78-23555	(AGARD-R-823) p0.066 N75-10083 Cittes review of methods to predict the Mifet penetration capability of already TOHNBOR, A. J. The obstational consequences of sleep deprivation, and sleep defluit (AGARD-AG-183) p0.236 N74-3 1856 JOHNBOR, A. L. Flight test results of propagation experiments through inhomogeneous media Simulation and implementation of a modulation system for overcoming tensorphic scintillation lading 10164 N75-20-308
PUDSON, J. W. Laser and low light level television systems po212 I/75-08779 Forward looking infrared systems po212 N75-28781 HUBSON, R. D., JR. Laser and low light level television systems po212 N75-28789 Forward looking infrared systems po212 N75-28789 HUBTYER, U. An apparimental study to determine failure envelope of composite materials with tubular systems as unaide combined loads and comparison between several cleasted citierie HUFF, M.	Plans and Developments for Air Traffic Systems [AGARD-CP-188] J JAARSMA, F. 1 typed of future fuels on military pero-engines p0201 N78-19881 Jot interference of a podded engine installation at order conditions p027 N78-23490 Improved nozale testing techniques in transcrie flow [AGARD-AR-98] JACKSON A, H. JR.	[AGARDR-823] po086 N75-10085 Chitcal review of methods to predict the hullet penetration capability of aircraft p027 N75-22287 JOHNSON, A. J. The operational consequences of alsep deprivation, and siego defluit [AGARDAG-193] p0236 N74-3186(JOHNSON, A. L. Flight test results of propagation experiments through inhomogeneous media p0256 N77-22081 Simulation and implementation of a modulation system for overcoming temperature activitiation lading p0164 N76-20308 JOHNSON, C. L.
HUDSON, J. W. Laser and low light level television systems po212 1/75-30779 Forward looking infrared systems po212 1/75-30779 HUDSON, R. D., J.R. Laser and low light level television systems po212 N75-26779 Forward looking infrared systems po212 N75-26779 HUBTTER, U. An apparimental study to determine failure envelope of composite malerials with tubular specimens under combined loads and comparison between several classical circles;	Plans and Developments for Air Traffic Systems [AGARD-CP-188] J J.AARSMA, F. The pect of future fields on military perolengines p0201 N75-17981 Jot interference of a podded signe installation at croise contitions p027 N75-23490 Improved situate testing techniques in treatcoins flow [AGARD-AR-98] JACKSON, A. H., JR. G-fan propulsion for short haul transports	(AGARD-A-123) p0.086 N75-10.083 Cittes/review of methods to predict the White penetration capability of aircraft p0.27 N78-22.87 JOHNBOR, A. J. The operational consequences of aleap deprivation, and siego defluid [AGARD-AG 183] p0.238 N74-3186 [AGARD-AG 183] p0.238 N74-3186 JOHNBOR, A. L. Flight test results of propagation appearance introduging medical p0.286 N78-22.081 Simulation and implementation of a modulation system for overcoming from spheric scintillation in lading p0.164 N78-20.308 JOHNBON, C. L. Control system requirements thotated by optimization of
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HUDSON, J. W. Laser and low light level television systems po212 A75-2078 Forward looking infrared systems po212 A75-2078 HUDSON, R. D., JR. Laser and low light level television systems po212 A75-26779 Forward looking infrared systems po212 A75-26779 HUBSTER, U. An apparimental study to determine failure stvellops of composite materials with tubles specimens under combined loads and comparison between several classical citiestic positions of menufactioning training system decicies in the superality's by cowder materializing methods po146 N77-18107 HUFF, R. W. US Navy VTOL automatic leading system development program po058 N74-32425 HUFF, W. J.F. Modern engineering methods in arcraft preliminary decicies in training system development po058 N74-32425 HUPPENUS, J. P. The simulation of turbulence in irraprossible models po148 A75-3038 HUGHES, H. M. Systems simulation A global supproach to aircrew workload	Plans and Developments for Air Traffic Systems [AGARD-CP-188] pC083 N78-23191 J. J. J. J. J. J. J. J. J. J. J. J. J. J	[ÄĞİİİİ-R-823] p0086 N78-10085 Cititad tevinw of methods to predict the buffet penetration capability of a firerit polymers. The operational consequences of allege deprivation, and sleep defluit [AGARD-AG-183] p0236 N74-3186 [AGARD-AG-183] p0236 N74-3186 [AGARD-AG-183] p0236 N74-3186 [AGARD-AG-183] p0266 N78-2036 [AGARD-AG-183] p0266 N78-2036 [AGARD-AG-183] p0266 N78-2036 [AGARD-AG-183] p0266 N78-2036 [AGARD-AG-183] p0266 N78-2036 [AGARD-AG-183] p0266 N78-2036 [AGARD-AG-183] p0266 N78-2036 [AGARD-AG-183] p0266 N78-2036 [AGARD-AG-183] p0266 N78-2036 [AGARD-AG-183] p0266 N78-2036 [AGARD-AG-183] p0266 N78-2036 [AGARD-AG-183] p0266 N78-2036 [AGARD-AG-183] p0266 N78-2036 [AGARD-AG-183] p0266 N78-2036 [AGARD-AG-183] p0266 N78-2124 [AGARD-AG-183] p0266 N78-2124 [AGARD-AG-183] p0266 N78-2124 [AGARD-AG-183] p0266 N78-2124 [AGARD-AG-183] p0266 N78-2124 [AGARD-AG-183] p0266 N78-2124 [AGARD-AG-183] p0266 N78-2124 [AGARD-AG-183] p0266 N78-2124 [AGARD-AG-183] p0266 N78-2124 [AGARD-AG-183] p0266 N78-2357 [AGARD-AG-183] p0266
PUDSON, J. W. Laser and low light level televation systems p0212 I/Y0-01779 Forward looking infrared systems p0212 I/Y0-01779 Forward looking infrared systems p0212 I/Y0-01779 Forward looking infrared systems p0212 N75-26779 p0212 N75-26779 P0212 N75-26	Plans and Developments for Air Traffic Systems [AGARD-CP-188] J J J J J J J J J J J J J	[ÄĞİİİİ-İR-823] p0086 N75-10085 Critical review of methods to predict the hulfet penetration capability of aircraft JOHNBON, A. J. The operational consequences of aleep deprivation, and sleep defluit [AGARD-AG-193] p0236 N74-3186 JOHNBON, A. L. Fight test results of propagation experiments through inhomogeneous media. Simulation and implementation of a modulation system for overcoming tomospheric scintillation flading. JOHNBON, C. Control system requirements thotated by optimization of engine overation. JOHNBON, D. The improvement of visual side for approach are possible to the possible of the possi
HUDSON, J. W. Laser and low light level television systems po212 A75-2078 Forward looking infrared systems po212 A75-2078 HUDSON, R. D., JR. Laser and low light level television systems po212 A75-26779 Forward looking infrared systems po212 A75-26779 HUBSTER, U. An apparimental study to determine failure stvellops of composite materials with tubles specimens under combined loads and comparison between several classical citiestic positions of menufactioning training system decicies in the superality's by cowder materializing methods po146 N77-18107 HUFF, R. W. US Navy VTOL automatic leading system development program po058 N74-32425 HUFF, W. J.F. Modern engineering methods in arcraft preliminary decicies in training system development po058 N74-32425 HUPPENUS, J. P. The simulation of turbulence in irraprossible models po148 A75-3038 HUGHES, H. M. Systems simulation A global supproach to aircrew workload	Plans and Developments for Air Traffic Systems [AGARD-CP-188] pC083 N78-23191 J. J. J. J. J. J. J. J. J. J. J. J. J. J	[ÄĞİİİİ-R-823] p0086 N75-10085 Cititad tevinw of methods to predict the buffet penetration capability of a fireral p0027 N75-2287 JHNBOR, A. J. The operational consequences of alsep deprivation, and sleep defluit [AGARD-AG-183] p0236 N74-3186 JOHNBOR, A. L. Flight test results of propagation experiments through minomogeneous made p0266 N78-22087 Simulation, and implementation of a modulation avaitant for overcoming tennsymeric activities of a modulation avaitant for overcoming tennsymeric activities of a modulation avaitant for overcoming tennsymeric activities of a modulation avaitant for overcoming tennsymeric activities in lading p0090 N78-23579 JOHNBON, D. L. Control system inquirements thotseted by optimization of engine operation. The improvement of visual side for approach aim p0090 N78-21237 JOHNBON, D. L. Laser velocitiesty applied to transcenic anint supersonic security mainter. JOHNBON, D. L. Asymptotic behavior of temporary threshold shift Juring exposure to long duret 3 moless. JOHNBON, D. B. Helicopter avioracy. UK research programme p0012 N78-30089 JOHNBON, D. B. Environmental effects in fracture. JOHNBON, D. B. Environmental effects in fracture. JOHNBON, D. B. Display generator instruction set considerations for
HUDSON, J. W. Laser and low light level television systems po212 A/75-2078 Forward looking infrared systems po212 A/75-2078 HUDSON, R. D., JR. Laser and low light level television systems po212 A/75-2678 Forward looking infrared systems po212 A/75-26778 Forward looking infrared systems po212 A/75-26779 HUBSTER, U. An apparimental study to determine failure stvelops of composite melerials with tubular specimens under combined loads and comparison between several classical critisis. HUFF, R. W. US Navy VTOL automatic leading system development program po016 A/75-3008 HUFF, W. W. Jf. Modern engineering methods in aircraft preliminary disagn. HUFF, W. J. F. The simulation of tubulence in irraprossible models po148 A/75-3038 HUGHES, H. M. Systems simulation A global supproach to aircraft workload HULME, V. B. Integration algorithm in a digital display store for airborns is relicious and political and pol	Plans and Developments for Air Traffic Systems [AGARD-CP-188] pC083 N78-23191 J JARRSMA, F. Lipset of future fuels on military pero-engines p0201 N78-18981 Jot interference of a podded engine installation at ordise p027 N78-2380 Improved stazile testing techniques in iteraconic flow [AGARD-AR-94] pC182 N78-23856 JACKSON, A. H. JR. Gran propulsion for short haul transports pC088 N74-20424 JACKSON, D. Scriptromic velocity and turbulence measurements using a Fabry-Parot interferomater pC192 N77-11227 JACKSON, F. M. Description of the AGAID nozite afterbody experiments conducted by the Amold Engineering Devalopment Center pC179 N78-18384 JACKSON, K. MASCOT A Modular Augrosch to System Construction and Tast p0248 N78-18386 JACKSON, S. K., JR. The effect of avonce system observabilistics on fighter	[ÄĞİİİİ-R-823] p0086 N78-10085 Cititad tevinw of methods to predict the buffet penetration capability of alteralt p0027 N78-2287 JHNBOR, A. 1. Fight test results of propagation experiments through p0286 N78-22081 JOHNBOR, A. 2. Fight test results of propagation experiments through p0286 N78-22081 Simulation and implementation of a modulation system for overcoming tensystem capitalism lading p0184 N78-20308 JOHNBON, C. 1. Control system inquirements thotseted by optimization of engine operation p0090 N78-23578 JOHNBON, D. A. Laser velocitivaty applied to transcrinc and supersonic p0181 N77-11224 JOHNBON, D. A. Asymptotic behavior of temporary threshold shift Juring exposure to long duret 9 moless JOHNBON, M. B. Helicopter aviorates UK research programma p0228 N78-17791 JOHNBON, D. A. Environmental effects in fracture p0193 N74-23423 JOHNBON, D. B. Environmental effects in fracture p0193 N74-23423 JOHNBON, D. B. Considerations to p0021 N78-30085 JOHNBON, D. C. C. Control system in fracture p0193 N74-23423 JOHNBON, D. C. C. Asymptotic behavior of temporary threshold shift Juring p0181 N77-11224 JOHNBON, D. C. C. Control system in fracture p0193 N74-23423 JOHNBON, D. C. C. Control system in fracture p0193 N74-23423 JOHNBON, D. C. C. Control system in fracture p0193 N74-23423 JOHNBON, D. C. C. Control system in fracture p0193 N74-23423 JOHNBON, D. C. C. Control system in fracture p0193 N74-23423 JOHNBON, D. C. C. C. C. C. C. C. C. C. C. C. C. C.
p0236 N75-12890 Laser and low light level televation systems p0212 W75-01779 Forward looking infrared systems p0212 W75-01779 Forward looking infrared systems p0212 N75-26779 Forward looking infrared systems p0212 N75-26779 Forward looking infrared systems p0212 N75-26779 p0212 N75-26779 Forward looking infrared systems p0212 N75-26779 p0212 N75-26781 HUETTER, U. An appairmental study to determine failure sevelops of composite meterals with tubular systemman under combined loads and comparison between several classical criterie HUFF, M. Investigations for increased under methods p0140 N77-15187 HUFF, R. W. U.S. Navy V10L automatic landing system development program. HUFF, W. W., Jr. Modern engineering mixthods in attractic peliminary increase. HUFF, W. W., Jr. Modern engineering mixthods in attractic peliminary increase. HUFF, M. W. W., Jr. Systems simulation of tubulence in irrepressible models p0148 N75-30382 HUGHES, H. M. Systems simulation A global approach to sirrorsw workload: HUMES, V. B. Integration significant in a digital display store for ambore synchrolic action. **Reliance radar** p0061 N76-17130 HUNGENERIG, H. G. Analysis of nusteedly flow in a transmite comprised recompanies in measuring techniques	Plans and Developments for Air Traffic Systems [AGARD-CP-188] pC083 N78-23191 JAARSMA, F. Lipsot of future fuels on military pero-engines p0201 N78-17881 Jot interference of a podded engine Installation at oroise contitutions pc027 N78-23490 Improved nozale testing techniques in transcorte flow [AGARD-AR-98] pC082 N78-23555 JACKSON, A. H., JR. G-fen propulsion for short haul transports pc088 N74-20424 JACKSON, D. A. Synathamic velocity and turbulance measurements using a Fabry-Perot interferomater p0182 N77-11227 JACKSON, D. I. The design and development of the MRCA sutoption p0180 N74-21449 JACKSON, F. M. Description of the AGARD nozite afterbody experiments conducted by the Arrold Engineering Development Center p0179 N78-16384 JACKSON, K. MASCOT A Modular Approach to System Construction operation and Tast p0248 N78-16384 JACKSON, S. K., JR. The effect of avontics system observed and power subsystems p0076 N77-18046 JACKSON, W. Q.	[ÄÄİİİİ-R-823] p0086 N75-10085 Critical review of methods to predict the buffet prestration capability of aircraft p0027 N75-22287 JOHNBON, A. J. The operational consequences of alleep depression, and sleep defloid [AGARD-AG-183] p0286 N74-31865 JOHNBON, A. L. Fight test results of propagation experiments through inhomogeneous media: Simulation and implementation of a modulation system for overcoming domepheric scintillation flading p0286 N78-22081 JOHNBON, C. L. Control system requirements thotated by optimization of engine overation p0090 N75-23579 JOHNBON, D. A. Laser velocitisety applied to transcinc and supersonic leading p0031 N75-21234 JOHNBON, D. A. Laser velocitisety applied to transcinc and supersonic sendynamics JOHNBON, D. A. Asymptotic behavior of temporary threshold shift Juring exposure to long dured or noises p0025 N78-17791 JOHNBON, H. Environmental effects in frequents JOHNBON, L. B. Display generator instruction set considerations to seriospace application JOHNBON, R. G. Computer-aided design of control systems to meet man.
HUDSON, J. W. Laser and low light level television systems po212 A/75-10779 Forward looking infrared systems po212 A/75-20781 HUDSON, R. D., JR. Laser and low light level television systems po212 A/75-26779 Forward looking infrared systems po212 A/75-26779 Forward looking infrared systems po212 A/75-26779 HUBSTER, U. An apparimental study to determine failure sevelope of composite materials with tubuler specimens under combined loads and comparison between several classificatives. HUFF, M. Investigations for inconfectioning turbine discs of Ni-bass superalitys by nowder materializing methods po146 N/75-3703 HUFF, R. W. US Navy VTOL automatic leading system development program po088 N/4-32425 MUFF, W. W. JF. Modern engineering methods in aircraft preliminary interaction of turbulence in irraprosables models po148 A/9-30382 HUGHES, H. M. Systems simulation of turbulence in irraprosables models po148 A/9-30382 HUGHES, H. M. Systems simulation at global supproach to aircraw workload HULMS, V. B. Integration algorithm in a digital display store for airbornes in comparables of high-response pressure measuring techniques. MINGLIBERG, H. Q. Analysis of instruction from a transmic compressor by means of high-response pressure measuring techniques.	Plans and Developments for Air Trisfic Systems [AGARD-CP-188] pC083 N78-23191 J. J. J. J. J. J. J. J. J. J. J. J. J. J	[ÄĞİİİİ-R-823] p0086 N75-10085 Cititad tevinw of methods to predict the bufiet penetration capability of aftereit p0027 N75-2287 JHNSON, A. J. The operational consequences of alsep deprivation, and sleep defluit [AGARD-AG-183] p0236 N74-3186 JOHNSON, A. L. Englight test results of propagation experiments through intomogeneous made p0266 N78-22087 JOHNSON, C. L. Control system inquirements thotated by optimization of p0090 N78-23579 JOHNSON, D. L. Laser velocitizety applied to transcent augustantics p0361 N77-11224 JOHNSON, D. L. Asverpation behavior of temporary threshold shift Juring exposure to long duret 3 noises JOHNSON, D. S. Helicopter aviorable UK research programme p0032 N78-31008 JOHNSON, D. B. Helicopter aviorable UK research programme p0032 N78-30089 JOHNSON, D. S. Display generator instruction set sensinguace application JOHNSON, B. G. Computer-eliced design of control systems to meet name requirements.
HUDSON, J. W. Laser and low light level television systems p0212 I/Y0-01779 Forward looking infrared systems p0212 I/Y0-01779 Forward looking infrared systems p0212 N75-28781 HUDSON, R. D., JR. Laser and low light level television systems p0212 N75-28781 P0212 N75-28781 HUETTER, U. An apparlmental study to determine failure envelope of composite materials with tubular specimens under composite materials with tubular specimens under combined loads and compasison between assural classical criterie HUFF, H. Investigations for manufacturing turbine discs of N71-18187 P0140 N77-18187	Plans and Developments for Air Traffic Systems [AGARD-CP-188] pC083 N78-23191 JAARSMA, F. Lipsot of future fuels on military pero-engines p0201 N78-17881 Jot interference of a podded engine Installation at oroise contitions pc027 N78-23490 Improved nozale testing techniques in transcorte flow [AGARD-AR-98] pC082 N78-23555 JACKSON, D. A. Superhamp velocity and turbulance measurements using a Fabry-Parot interferonater pC088 N74-20424 JACKSON, D. A. Superhamp velocity and turbulance measurements using a Fabry-Parot interferonater pC182 N77-11227 JACKSON, D. M. The design and development of the MRCA sutoption pC182 N78-13449 JACKSON, F. M. Description of the AGARD nozale afterbody experiments conducted by the Arrold Engineering Development Center pC179 N78-16364 JACKSON, S. M. JR. The effect of avonics system characteristics on fighter succept size, cooling and descrimed power subsystems pC076 N77-18046 JACKSON, S. K. JR. The effect of avonics system observables on fighter succept size, cooling and descrimed power subsystems pC076 N77-18046 JACKSON, W. G. The correlational structure of traditional task measures and engineering inelogues of performence in the cognitive	[ÄĞÄİİÜ-R-823] p0086 N75-10085 Critical review of methods to predict the buffet penetration capability of afteralt p0027 N75-22287 JOHNBON, A. J. The operational consequences of alleep deprivation, and sleep defluit [AGARD-AG-183] p0236 N74-3186 [AGARD-AG-183] p0236 N74-3186 JOHNBON, A. L. Figloit test results of propagation experiments through inhomogeneous media. Simulation and implementation of a modulation system for overcoming tempsheric somitilation facing p0164 N75-20305 JOHNBON, C. L. Control system requirements dictated by optimization of engine overation p0090 N75-23579 JOHNBON, D. A. Laser velocitisety applied to transcence and superansitistic p0181 N77-11224 JOHNBON, D. A. Laser velocitisety applied to transcence and superansitistic p0181 N77-11224 JOHNBON, D. A. Halicopter evicinitist units p0255 N78-17791 JOHNBON, M. B. Halicopter avication of temporary threshold shift Juring exposure to long duret on noises p0255 N78-17791 JOHNBON, B. Display generator instruction set considerations to serospace application p10081 N78-17122 JOHNBON, B. B. Computer-aided design of control systems to meet many requirements JOHNBON, M. B. JOHNBON,
HUDSON, J. W. Laser and low light level television systems po212 A75-1279 Forward looking infrared systems po212 A75-2679 Forward looking infrared systems po212 A75-2679 Forward looking infrared systems po212 A75-2679 Forward looking infrared systems po212 A75-2679 Forward looking infrared systems po212 A75-2679 HUETTER, U. An apparimental study to determine failure stvelope of composite materials with tubuler specimens under combined loads and comparison between several classificatives. HUFF, M. Investigations for inconfecturing turbine discs of Ni-bass superalitys by nowder materializing methods po146 N77-18107 HUFF, R. W. US Navy VTOL automatic leading system development program po088 N74-32425 MUFF, W. W. Jf. Modern engineering methods in aircraft preliminary interaction of turbulence in irraprosable models po148 A75-3038 HUPFENUS, J. P. The simulation of turbulence in irraprosable models po148 A75-30382 HUGHES, H. M. Systems simulation A global supproach to aircraft publication of turbulence in irraprosable models po148 A75-30382 HUMBERG, H. G. Analysis of instructed flow in a transmic compressor by means of high-response pressure measuring techniques. P0087 A76-28179 HUNT, K. L. Faal time operating systems	Plans and Developments for Air Traffic Systems [AGARD-CP-188] pC083 N78-23191 J.IAARSMA, F. In pect of future finels on military pero-engines p0201 N78-17981 Jot interference of a podded engine installation at druise contitions pC027 N78-23990 Improved notate testing techniques in transcript pC082 N78-23990 ACKSON, A. H. JR. G-fen propulsion for short had transports pC088 N74-20424 JACKSON, D. 1. The design and development of the MRCA entopilot pC078 N78-13149 JACKSON, F. M. Description of the AGARD notate afterbody experiments conducted by the Amold Engineering Development Center JACKSON, F. M. Description and Test JACKSON, S. K. JR. The effect of exportics system observations on fighter according and observational pc0248 N78-18285 JACKSON, S. K. JR. The effect of exportics system observations on fighter according and electroal power subsystems p0076 N77-18046 JACKSON, W. G. The correlational structure of traditional task measures and angineering insologies of performence in the cognitive additional task measures and angineering insologies of performence in the cognitive additional task measures and angineering insologies of performence in the cognitive additional task measures and angineering insologies of performence in the cognitive additional task measures and angineering properties.	[ÄĞİİİİ-R-823] p0086 N75-10085 Cititad tevinw of methods to predict the bufiet penetration capability of aftereit p0027 N75-2287 JHNSON, A. J. The operational consequences of alsep deprivation, and sleep defluit [AGARD-AG-183] p0236 N74-3186 JOHNSON, A. L. Engloit test results of propagation experiments through intromogeneous made p0266 N78-22087 JOHNSON, C. L. Control system inquirements thotated by optimization of p0090 N75-21237 JOHNSON, D. L. Laser velocitizety applied to transcent and supersonic sensity possible pool N75-21237 JOHNSON, D. L. Asverpation behavior of temporary threshold shift Juring exposure to long duret 3 noises JOHNSON, D. S. Helicopter aviorable UK research programme p0027 N75-1791 JOHNSON, D. S. Display generator instruction set sensinguage application JOHNSON, N. G. Computer-aided design of control systems to meet main requirements JOHNSON, R. B., JR. US As Force Helicopter operational fight spectra nurvey US As Force Helicopter operational fight spectra nurvey US As Force Helicopter operational fight spectra nurvey US As Force Helicopter operational fight spectra nurvey US As Force Helicopter operational fight spectra nurvey US As Force Helicopter operational fight spectra nurvey
HUDSON, J. W. Laser and low light level television systems po212 A75-1279 Forward looking Infrared systems po212 A75-20781 HUDSON, R. D., JR. Laser and low light level television systems po212 A75-26779 Forward looking infrared systems po212 A75-26779 Forward looking infrared systems po212 A75-26779 HUETTER, U. An apparimental study to determine failure stvelops of composite materials with tubuler specimens under combined loads and comparison between several classificativities. HUFF, M. Investigations for imporfactioning turbine discs of Ni-bass superalitys by nowder materializing methods po146 N77-18107 HUFF, R. W. US Navy VTOL automatic leading system development program po088 N74-32425 MUFF, W. J. F. The simulation of turbulence in irraprossible models po148 A75-3038 HUGHES, H. M. Systems simulation A global supproach to aircreft workload HULMS, V. B. Integration algorithm in a digital display store for aircreft workload HUNGENBERG, H. Q. Analysis of instruction from a transmit compressor by means of high-response pressure measuring techniques. HUNTER, J. E. Surviv. Dis Right control systems HUNTER, J. E. Surviv. Dis Right control systems Active control develop-	Plans and Developments for Air Traffic Systems [AGARD-CP-188] pC083 N78-23191 JAARSMA, F. Lipsot of future fuels on military pero-engines p0201 N78-17881 Jot interference of a podded engine installation at oroise contitution pc027 N75-23490 Improved notate testing techniques in transcrite flow [AGARD-AR-98] pC027 N75-23450 JACKSON, A. H., JR. G-fan propulsion for short haul transports pc088 N74-20424 JACKSON, D. Supersonic velocity and turbulence measurements using a Fabry-Perot interferonteler p0182 N77-11227 JACKSON, D. The design and development of the MRCA entoption p0180 N78-21449 JACKSON, F. M. Description of the AGARD notate efferbody experimental conducted by the Arroid Engineering Development Center p0179 N78-14364 JAUKSON, K. MASCOT A Modular Auproach to System Construction and Test p0248 N78-18268 JACKSON, S. K., JR. The effect of evonics system characteristics on fighter accordant are cooling, and electroal power autorystems p0076 N77-18264 JACKSON, W. G. The correlational structure of traditional test measures and engogening analogues of performance in the cognitive domain JACOS, K.	[ÄĞÄİİÜ-R-823] p0086 N75-10085 Cititad tevinw of methods to predict the bufet penetration capability of alteralt p0027 N75-2287 JOHNBOR, A. 1. Fight test results of propagation superiments through p0286 N74-3186 JOHNBOR, A. 2. Fight test results of propagation superiments through p0286 N74-22087 JOHNBOR, C. 1. Control system inquirements thotated by optimization of an industrial pool of N75-22357 JOHNBOR, C. 1. Control system inquirements the tested by optimization of engine coverainty. JOHNBOR, D. 1. Laser velocimetry applied to transcence and superaonic senting senting system p0090 N75-21234 JOHNBOR, D. A. Laser velocimetry applied to transcence and superaonic senting senting senting senting system. JOHNBOR, D. 8. Helicopter selected in frequency p0258 N75-1791 JOHNBOR, L. 8. Oliplay generator instruction set senting
HUDSON, J. W. Laser and low light level television systems po212 A/75-2078 Forward looking Infrared systems po212 A/75-2078 HUDSON, R. D., JR. Laser and low light level television systems po212 A/75-2678 Forward looking infrared systems po212 A/75-26779 Forward looking infrared systems po212 A/75-26779 MUETTER, U. An apparlmental study to determine failure servelope of composite materials with tubular specimens under composite materials with tubular specimens under combined looks and composite metallizing methods criterie po137 A/75-23701 HUFF, M. Investigations for manufacturing turbine discs of Ni-base superalizes by ownder metallizing methods po140 A/7-1810 HUFF, R. W. U.S. Navy VTOL automatic lending system development program. Jr. Modern engineering methods in aircraft preliminary (floage) HUFF, W. W. This simulation of tubulence in irrepressible models po148 A/75-3098 HUGHES, H. M. Systems annulation: A global approach to aircraft workload HUMS, V. B. Integration significance and po236 A/76-12689 HUNTER, J. R. Surviv.Alis flight centrol system po006 A/76-28179 HUNTER, J. R. Surviv.Alis flight centrol system po006 A/76-3008 A/76-28179 HUNTER, J. R. Surviv.Alis flight centrol system po006 A/76-3008	Plans and Developments for Air Traffic Systems [AGARD-CP-188] pC083 N78-23191 J.IAARSMA, F. In pect of future finels on military pero-engines p0201 N78-17981 Jot interference of a podded engine installation at druise contitions pC027 N78-23990 Improved notate testing techniques in transcript pC082 N78-23990 ACKSON, A. H. JR. G-fen propulsion for short had transports pC088 N74-20424 JACKSON, D. 1. The design and development of the MRCA entopilot pC078 N78-13149 JACKSON, F. M. Description of the AGARD notate afterbody experiments conducted by the Amold Engineering Development Center JACKSON, F. M. Description and Test JACKSON, S. K. JR. The effect of exportics system observations on fighter according and observational pc0248 N78-18285 JACKSON, S. K. JR. The effect of exportics system observations on fighter according and electroal power subsystems p0076 N77-18046 JACKSON, W. G. The correlational structure of traditional task measures and angineering insologies of performence in the cognitive additional task measures and angineering insologies of performence in the cognitive additional task measures and angineering insologies of performence in the cognitive additional task measures and angineering insologies of performence in the cognitive additional task measures and angineering properties.	[ÄĞÄİİÜ-R-823] p0086 N75-10085 Critical review of methods to predict the buffet penetration capability of afteralt p0027 N75-22287 JOHNBON, A. J. The operational consequences of alleep deprivation, and sleep defluit [AGARD-AG-183] p0236 N74-3186 [AGARD-AG-183] p0236 N74-3186 JOHNBON, A. L. Fight test results of propagation experiments through inhomogeneous media. Simulation and implementation of a modulation system for overcoming tempsheric admitishing hading p0366 N75-22036 JOHNBON, C. L. Control system requirements thotated by optimisation of engine overation p0090 N75-23579 JOHNBON, D. L. Laser velocitisety applied to transcence and superandical p0090 N75-21234 JOHNBON, D. A. Laser velocitisety applied to transcence and superandical p0091 N77-11224 JOHNBON, D. A. Halicopter avionals JOHNBON, M. B. Halicopter avionals JOHNBON, M. B. Display generator instruction set considerations to p0091 N74-23422 JOHNBON, M. B. Display generator instruction set considerations to p0091 N74-23422 JOHNBON, M. B. JOHNBON, M. L. Fietting in attoric turbine estipness
PUDSON, J. W. Laser and low light level televation systems p0212 W75-18779 Forward looking infrared systems p0212 W75-28781 HUBSON, R. D., JR. Laser and low light level televation systems p0212 W75-28781 POST Systems p0212 W75-28781 p02	Plans and Developments for Air Traffic Systems [AGARD-CP-188] pC083 N78-23191 J. J. J. J. J. J. J. J. J. J. J. J. J. J	[ÄĞÄİİÜ-R-823] p0086 N75-10085 Cititad teviniv of methods to predict the bufet penetration espaibility of alteralt p0027 N75-22287 JOHNBOR, A. 1. Fight test results of propagation experiments through intomogeneous mades Simulation and implementation of a modulation system for overcoming tennsystem cannillation lading p0164 N76-20308 JOHNBON, C. L. Control system requirements thetated by optimization of a modulation system for overcoming tennsystem of visual sits for approach are lauding p0090 N75-21537 JOHNBON, D. A. Landrol system requirements the tested by optimization of good N75-21537 JOHNBON, D. A. Landrol system requirements the tested by optimization of good N75-21537 JOHNBON, D. A. Landrol system requirements the tested by optimization of good N75-21537 JOHNBON, D. A. Landrol system requirements the tested by optimization of p0090 N75-21537 JOHNBON, D. A. Landrol system requirements of visual sits for approach are lauding p0090 N75-21537 JOHNBON, D. A. Landrol system requirements of visual sits for approach are lauding p0090 N75-21537 JOHNBON, D. A. Landrol system requirements of visual sits for approach are lauding p0090 N75-21537 JOHNBON, D. A. Landrol system requirements p0013 N75-1124 JOHNBON, M. B. Helicopter violomist UK visual sits for approach are p0012 N75-1028 JOHNBON, M. B. Landrol system requirements p0103 N74-21434 JOHNBON, D. A. Landrol system requirements p0103 N74-21434 JOHNBON, M. B. Landrol system requirements to meet man p0103 N74-31434 JOHNBON, R. L. First in a situation of control systems to meet man p0103 N74-31434 JOHNBON, R. L. First in a situation of control systems to meet man p0103 N74-31434 JOHNBON, R. L. First in a situation of control systems to meet man p0103 N74-31434 JOHNBON, R. L. First in a situation of control systems to meet man p0103 N74-31434 JOHNBON, R. L. First in a situation of control systems to meet man p0103 N74-31434 JOHNBON, R. L. First in a situation of control systems to meet man p0103 N74-31434 JOHNBON, R. L. First in a situation of control systems to me
HUDSON, J. W. Laser and low light level television systems p0212 I/Y0-30779 Forward looking Infrared systems p0212 I/Y0-30779 Forward looking Infrared systems p0212 N75-26781 HUDSON, R. D., JR. Laser and low light level television systems p0212 N75-26781 p0212 N75-26781 HUETTER, U. An apparlmental study to determine failure envelope of composite materials with tubular specimens under composite materials with tubular specimens under composite materials with tubular specimens under composite materials with tubular specimens under composite materials with tubular specimens under composite materials policy methods criterie HUFF, H. Investigations for manufacturing turbine discs of Ni-base superatives by ownder metallizing methods p0140 N77-18107 HUFF, R. W. US Navy VTOL automatic lending system development program HUFF, W. V. Jr. Modern engineering methods in stroraft preliminary (floag) HUFF, W. W. Jr. Modern engineering methods in stroraft preliminary (floag) HUFF, W. W. Systems annulation A global exploach to stroraw workload HUMS, V. B. Integration algorithm in a digital display store for artibone workload HUMS, V. B. Integration algorithm in a digital display store for artibone workload HUMS, V. B. Hums, J. E. Surviv.ble flight central system ment, flight (est, and application pood) N76-28179 p0090 N76-28179	Plans and Developments for Air Traffic Systems [AGARD-CP-188] pC083 N78-23191 J. J. AARSMA, F. Lipset of future fuels on military pero-engines p0201 N78-18981 Jot interference of a podded engine installation at ordise contitions pc027 N78-2350 Improved intizile testing tochniques in transonic flow [AGARD-AR-98] pC082 N78-2355 JACKSON, A. H., JR. C-fan propulsion for short haul transports pC088 N74-20424 JACKSON, D. Shostnamic velocity and turbulence measurements using a Fabry-Parot interferometer p0182 N77-11227 JACKSON, D. The design and development of the MRCA autopilot p0105 N74-21449 JACKSON, F. M. Desuription of the AGAID notate afterbody experiments conducted by the Arrold Engineering Development Center p0178 N78-16364 JACKSON, K. MASCOT A Modular Augrosch to System Construction poration and Test p0245 N78-18286 JACKSON, S. K., JR. The effect of arrondes system characteristics on fighter aircraft size, cooling, and electroid power subsystems p0076 N77-18046 JACKSON, W. O. The correlational structure of moditional task measures and argumenting analogues of performance in the cognitive domain p0238 N78-25/N4 JACOS, K. A method for prediction of lift for multi-element strict systems with separation p0248 N78-13807 JACESON, E.M. Centered EMC specification or systems oriented EMC	[ÄĞÄİİÜ-R-823] p0086 N75-10085 Critical tevinw of methods to predict the buffet penetration capability of afteralt p0027 N75-22287 JOHNBON, A. J. The operational consequences of aleap deprivation, and sleep defluit [AGARD-AG-183] p0236 N74-3186 JOHNBON, A. L. Fight test results of propagation experiments through inhomogeneous media. Simulation and implementation of a modulation avistem for overcoming tempsheric accritisation lading p0164 N75-20308 JOHNBON, C. L. Control system requirements dictated by optimization of engine overation p0090 N75-23579 JOHNBON, D. A. Laser velocitisety applied to transcome and supersonitisetting p0090 N75-21234 JOHNBON, D. A. Laser velocitisety applied to transcome and supersonitisetting p0090 N75-21235 JOHNBON, D. A. Halicopter aviories UK research programme p0025 N76-17791 JOHNBON, M. B. Display generator instruction set considerations to successes application JOHNBON, M. B. Computer-alided design of control systems to meet main p103 N74-23422 JOHNBON, M. B. US Air Force Helicopter operational finglit spectra nurvey program. Past and pressor. JOHNBON, M. B. Fietting in stirces torbine empress
PUDSON, J. W. Laser and low light level televation systems p0212 M75-10779 Forward looking infrared systems p0212 M75-20781 HUBSON, R. D., J. M. Laser and low light level televation systems p0212 N75-20781 Powerd looking infrared systems p0212 N75-20779 p0212 N75-20779 Forward looking infrared systems p0212 N75-20789 p0212 N75-20781 HUBSTER, U. An appairmental study to determine failure envelope of composite materials with tubular specimens under composite materials with tubular specimens under composite materials with tubular specimens under composite materials with tubular specimens under composite materials with tubular specimens under composite materials with tubular specimens under composite materials policy network policy of the policy of th	Plans and Developments for Air Traffic Systems [AGARD-CP-188] pC083 N78-23191 JAARSMA, F. Lipsot of future fuels on military pero-engines p0201 N78-18881 Jot interference of a podded engine Installation at orose contitions pc027 N78-23490 Improved nozale testing techniques in transcrite flow [AGARD-AR-98] pC027 N78-23555 JACKSON, A. H., JR. G-fan propulsion for short haul transports pc088 N74-20424 JACKSON, D. A. Spontamer velocity and turbulence measurements using a Fabry-Perot interferometer p0182 N77-11227 JACKSON, D. I. The design and development of the MRCA sutoptiot p0108 N74-21449 JACKSON, F. M. Description of the AGARD nozite afterbody experiments conducted by the Arrold Engineering Development Center p0179 N78-16364 JACKSON, K. MASCOT A Modular Approach to System Construction Operation and Test p0248 N78-1825 JACKSON, S. K., JR. The effect of avonics system observations on fighter succept size, cooling, and electronal power subsystems p076 N77-18046 JACKSON, W. G. The correlational structure of traditional test measures and angineering analogues of performance in the cognitive domain JACOS, K. A mithod for practication of lift for multi-element, sitrod systems with separation p0248 N78-18270 JACKSON, E. Central EMC specification or systems oriented EMC specifications p0180-18270	(AGARTA-R-823) p0086 N75-10085 Cititati tevining of methods to predict the buffer penetration espaibility of alteralt p0027 N75-22287 JOHNSON, A. J. The operational consequences of alsep deprivation, and sleep defluid (AGARD-AG-183) p0236 N74-3186 (AGARD-AG-183) p0236 N74-3186 (AGARD-AG-183) p0236 N74-3186 (AGARD-AG-183) p0266 N774-22087 (AGARD-AG-
HUDSON, J. W. Laser and low light level televation systems p0212 M75-10779 Forward looking infrared systems p0212 M75-20781 HUDSON, R. D., J. M. Laser and low light level televation systems p0212 N75-20781 Powerd looking infrared systems p0212 N75-2078 p0212 N75-20781 HUBSON, R. D., J. M. An apparimental study to determine failure envelope of composite materials with tubular specimens under composite materials with tubular specimens under composite materials with tubular specimens under composite materials with tubular specimens under composite materials with tubular specimens under composite materials with tubular specimens under composite materials with tubular specimens under contract criteria HUFF, M. Investigations for manufacturing turbine discs of Ni-bras superaltors by powder matulings methods p0140 N77-18-197 HUFF, R. W. US Navy VTOL automatic landing system development program p0080 N74-32425 HUFF, W. W., Jr. Modern engineering mathods to strength petiminary p0080 N74-32425 HUFF, R. W. Systems amulation of turbulence in irrepressible models p0080 N74-32425 HULME, V. B. Integration algorithm in a digital display store for amboring violational workload HUNGLERG, H. G. Analysis of unstassfy flow in a transonic compositor in measure of high-response pressure measuring techniques p0087 N76-28179 HUNTER, J. B. Survivable flight control system means of high-response pressure measuring techniques p0097 N76-28179 HUNTER, J. B. Use of cross-correlation measurements to investigate modes generating regions of a real jet engine and a model pict.	Plans and Developments for Air Traffic Systems [AGARD-CP-188] pC083 N78-23191 J. J. AARSMA, F. Lipset of future fuels on military pero-engines pD201 N78-18981 Jot interference of a podded engine installation at ordise pc027 N78-23480 Improved stazile testing techniques in transcrite flow [AGARD-AR-94] pC082 N78-23480 JACKSON, A. H., JR. G-fan propulsion for short haul transports pC088 N74-20424 JACKSON, D. J. Supersonic velocity and turbulence measurements using a Fabry-Perot interferomater pC088 N74-20424 JACKSON, D. J. The design and development of the MRCA antopilot pO105 N74-21449 JACKSON, F. M. Description of the AGAID notite afterbody experiments conducted by the Amold Engineering Development Center pC179 N78-16344 JACKSON, K. MASCOT A Modular Augrosch to System Construction portation and Test pC248 N78-1826 JACKSON, S. K., JR. The effect of avontics system characteristics on fighter success in the cognitive and angineering analogues of performance in the cognitive and angineering analogues of performance in the cognitive domain. JACKSON, C. This correlational structure of traditional task measures and angineering analogues of performance in the cognitive domain. JACKSON, K. A mished for practication of lift for multi-stement sitfol systems with apparation pC0248 N78-13807 JACKSON, K. A mished to practication of systems oriented EMC specifications.	[ÄĞÄİİÜ-R-823] p0086 N75-10085 Cititad teviniv of methods to predict the huber penetration espaibility of alteralt p0027 N75-22287 JOHNSON, A. J. The operational consequences of alsep deprivation, and sleep defluit [AGARD-AG-183] p0236 N74-3186 JOHNSON, A. L. Fight test results of propagation superiments through intomogeneous mode p0266 N76-22036 Simulation and implementation of a modulation system for overcoming tensystem equitation and implementation of a modulation system for overcoming tensystem equitation adding p0164 N76-20308 JOHNSON, C. L. Control system requirements thetated by optimization of engine goveration. JOHNSON, D. L. Laser velocimistry applied to transcence and supersonic earth special p0164 N76-12337 JOHNSON, D. L. Asversitorio behavior of temporary threshold shift Juring p0225 N75-17781 JOHNSON, M. S. Helicopter avioracy UK research programs are long dured a monean p0225 N75-17781 JOHNSON, M. S. Display generator instruction set considerations to pocen managemental effects in frequent p0103 N74-23422 JOHNSON, R. G. Computer-alded design of control systems to meet man p0103 N74-31434 JOHNSON, R. L. Fietting in attoral turbine aritymes p0166 N75-22482 JOHNSON, R. L. Fietting in attoral turbine aritymes p0166 N75-22482 JOHNSON, R. L. Fietting in attoral turbine aritymes p0166 N75-22482 JOHNSON, R. L. Fietting in attoral turbine aritymes p0166 N75-22482 JOHNSON, D. L. Application of computed shock standoff distances for winditumber calibration at supersonic Much numbers less forms.
HUDSON, J. W. Laser and low light level television systems po212 A75-2678 Forward looking Infrared systems po212 A75-2678 HUDSON, R. D., JR. Laser and low light level television systems po212 A75-2678 Forward looking infrared systems po212 A75-2678 HUETTER, U. An apparimental study to determine failure sevelope of composite materials with tubular specimena under combined loads and comprision between assisted and citiere policy and composite materials with tubular specimena under combined loads and comprision between assisted according to the policy of the	Plans and Developments for Air Traffic Systems [AGARD-CP-188] pC083 N78-23191 JAARSMA, F. Lipsot of future fuels on military pero-engines p0201 N78-18881 Jot interference of a podded engine Installation at cruise contitions pc027 N78-23490 Improved nozale testing techniques in transcorte flow [AGARD-AR-98] pC082 N78-23450 Improved nozale testing techniques in transcorte flow [AGARD-AR-98] pC082 N78-23555 JACKSON, A. H., JR. G-fan propulsion for short haul transports pc088 N74-20424 JACKSON, D. A. Separations valicity and turbulance measurements using a Fabry-Perot interferometer p0182 N77-11227 JACKSON, D. I. The design and development of the MRCA sutoption p0180 N74-21449 JACKSON, F. M. Description of the AGARD nozale afterbody experiments conducide by the Arrold Engineering Development Center p0179 N78-16364 JACKSON, K. MASCOT A Modular Approach to System Constructions and Tast p0248 N78-16364 JACKSON, S. K., JR. The effect of avonics system observations of lighter successful according and electrical power subsystems p0076 N77-18046 JACKSON, W. G. The correlational structure of traditional task measures and angionaling analogues of performence in the cognitive domain p0238 N78-25/14 JACKSON, K. A misting for practication of lift for multi-atement, attrod systems with separation p0024 N78-13807 JACKSON, L. P. Requirements for and characteristics demanded of high	[ÄÄÄITÄ-R-823] p0086 N75-10085 Chites/tevinw of methods to predict the buffet penetration capability of afteralt p0027 N75-22287 JOHNBON, A. J. The operational consequences of aleap deprivation, and sleep defluit [AGARD-AG-183] p0236 N74-3186 [AGARD-AG-183] p0236 N74-3186 JOHNBON, A. L. Fight test results of propagation experiments through inhomogeneous media. Simulation, and implementation of a medication system for overcoming temperature activities of a medication system for overcoming temperature activities of a medication system for overcoming temperature activities of a medication system for overcoming temperature activities of a medication system for overcoming temperature activities of a medication system in the pound of temperature of sense and superature pounds. N. F. 1224 JOHNBON, D. A. Laser velocitiestry applied to transcenic and superature supposure to long duret or noises. JOHNBON, D. A. Helicopter sylomos. UK research programme. JOHNBON, M. B. Helicopter sylomos. UK research programme. JOHNBON, M. B. Computer-sided design of control systems to meet mean securisments. JOHNBON, R. B., JR. US Air Force Helicopter operational finglit specific survey program. Past and pressin. JOHNBON, R. B., JR. LEVICOPPER SPECIAL SYSTEMS of the pool of N75-1248 JOHNBON, R. B., JR. LEVICOPPER SYSTEM SYSTEMS of the pool of the pool of N75-1248 JOHNBON, R. B., JR. LEVICOPPER SYSTEMS of the pool
HUDSON, J. W. Laser and low light level televation systems p0212 A75-08779 Forward looking infrared systems p0212 A75-08781 HUDSON, R. D., Jh. Laser and low light level televation systems p0212 A75-26779 Forward looking infrared systems p0212 A75-26779 Forward looking infrared systems p0212 A75-26779 Forward looking infrared systems p0212 A75-26779 P0212 A75-26781 HUSTTER, U. An apparimental study to determine failure sevelops of composite meterials with tubular systemians under composite meterials with tubular systemians under composite meterials with tubular systemians under composite meterials with tubular systems anyellosts for manufacturing turbine discs of Ni-bass superallors by gowder metallurgy methods p0140 N77-15187 HUFF, N. US Navy VIOL automatic landing system development integrals HUFF, W. W., Jr. Modern engineering michods to strength peliminary p0088 N74-32425 HUPFERUS, J. P. The simulation of tubulence in irrepressible models p0148 A75-30382 HUGHES, H. M. Systems simulation A global approach to sirrorse vorkload HULMS, V. B. Integration algorithm in a digital display store for amboring systems p0081 N78-17130 HUNGERERG, H. G. Analysis of unsteady flow in a transuming techniques p0081 N78-17130 HUNGERERG, H. G. Analysis of unsteady flow in a transumic compression in means of high-response pressure measuring techniques p0097 N76-28179 HUNGERG, H. G. Surwa-ble flight control systems means of high-response pressure measurements to investigate more spentating regions of a real jet eights and a model p1048 N78-17478 Probability of perforation in secretal strustures by engine fragments.	Plans and Developments for Air Traffic Systems [AGARD-CP-188] J. J. J. J. J. J. J. J. J. J. J. J. J. J	[ÄÄÄIKÜ-R-823] p0086 N75-10085 Critical review of methods to predict the buffet prestration capability of aircraft p0027 N75-22287 JOHNBON, A. J. The operational consequences of aleep deprivation, and sleep defluit [AGARD-AG-183] p0286 N74-31865 JOHNBON, A. L. Fight test results of propagation experiments through inhomogeneous media p0286 N78-22081 Simulation and implementation of a modulation system for overcoming temperature scintillation flading p0186 N78-22081 JOHNBON, C. L. Control system requirements thotated by optimization of engine overation p0090 N75-23579 JOHNBON, D. A. The improvement of visual side for approach are posses of the possession p0090 N75-23579 JOHNBON, D. A. Laser velocitisety applied to transcinc and supersonic leading p0090 N75-21234 JOHNBON, D. A. Asymptotic behavior of temporary threshold shift during exposure to long duret or noises p0091 N77-1124 JOHNBON, M. B. Helicopter avioring UK vassarch programma p0012 N75-0058 JOHNBON, L. B. Display generator instruction set considerations for science application JOHNBON, R. B., JR. US Air Force Helicopter operational hight spectra survey acquirements JOHNBON, R. B., JR. US Air Force Helicopter operational hight spectra survey popular. Past and pressur JOHNBON, R. B., JR. JOH
HUDSON, J. W. Laser and low light level television systems po212 A75-2678 Forward looking Infrared systems po212 A75-2678 HUDSON, R. D., JR. Laser and low light level television systems po212 A75-2678 Forward looking infrared systems po212 A75-2678 HUETTER, U. An apparimental study to determine failure envelope of composite materials with tubular specimens under combined loads and comprision between assisted and citizene (po 212 A75-2678) HUFF, H. Investigations for inconfectioning turbine diacs of Ni-base superalities by owners materially methods po 140 A77-1810 HUFF, R. W. US Navy VTOL automatic leading system development program (po 218 A76-3008) HUFF, W. W., Jr. Modern engineering methods in strength system development program (po 218 A76-3008) HUPPERUS, J. P. The simulation of turbulence in irrepressible models workload HULMS, V. B. Integration algorithm in a digital display store for automatic methods and policy and policy and policy and policy A76-28179 HUNT, K. L. Real time operating systems HUNTER, J. B. Survivable flight control system policy N76-28179 HUNT, K. L. Feal time operating systems HUNTER, J. B. Survivable flight control system policy N76-28179 HUNT, K. L. Policy Development program of a real jet engine and a model of the policy of control development in the policy of policy of perforation of second attractives by engine fragments HUSSEY, D. W. Policy Development policy of perforation of second attractives by engine fragments	Plans and Developments for Air Traffic Systems [AGARD-CP-188] pC083 N78-23191 JAARSMA, F. Lipsot of future fuels on military pero-engines p0201 N78-17881 Jot interference of a podded engine installation at oruse contitions [Policy N78-23490] pC027 N78-23490 proposed indzile testing techniques in transcrite flow [AGARD-AR-98] pC088 N78-23555 JACKSON, A. H., JR. Gran propulsion for short haul transports pc088 N74-20424 JACKSON, D. Supersonic velocity and turbulence measurements using a Fabry-Perot interferontaler p0182 N77-11227 JACKSON, D. The design and development of the MRCA astroption p0180 N78-13449 JACKSON, F. M. Description of the AGARD nozite efferbody experiments conducted by the Arrold Engineering Development Center p0179 N78-14364 JAUKSON, K. MASCOT A Modular Auproach to System Construction and Test p0248 N78-18268 JACKSON, S. K., JR. The effect of avonics system characteristics on fighter and engineering periodicinal power subsystems p0076 N77-18046 JACKSON, W. G. The correlational structure of traditional test measures and engineering periodicinal power subsystems p0238 N78-2574 JACKSON, C. A method for prediction of lift for multi-stemant sitiod systems with separation p0248 N78-1807 JACKSON, C. Requirements for and characteristics demanded of flight temperature gas turbine components p0130 N78 11035 JAMES, L. C.	(AAIRC-R-823) p0086 N75-10085 Cititatizativinw from thods to predict the buffet penetration capability of aircraft p0027 N75-22287 JOHNBON, A. J. The operational consequences of aleap deprivation, and sleep defluit [AGARD-AG-183] p0236 N74-3186 (AGARD-AG-183] p0236 N74-3186 JOHNBON, A. L. Fight test results of propagation experiments through inhomogeneous mode p0266 N78-22087 JOHNBON, C. L. Control system requirements decised by optimization of p0060 N75-23579 JOHNBON, C. L. Control system requirements decised by optimization of p0080 N75-23579 JOHNBON, D. The improvement of visual side for approach and p0080 N75-23579 JOHNBON, D. A. Laser velocitinetry applied to transcome and supersonic p0090 N75-21234 JOHNBON, D. A. Asymptoto behavior of temporary threshold shift Juring exposure to long duret or noises JOHNBON, M. B. Helicopter sulomas UK research programme p0025 N76-17791 JOHNBON, M. B. Display generator instruction set considerations to p0061 N76-17122 JOHNBON, R. B., JR. US Air Force Helicopter operational finglit species are universeporary. Past and pressin p0073 N74-33435 JOHNBON, R. B., JR. US Air Force Helicopter operational finglit species are universeporary. Past and pressin p0073 N78-3021 JOHNBON, R. B., JR. US Air Force Helicopter operational finglit species are universeporary. Past and pressin p0073 N78-3021 JOHNSON, R. B., JR. LESS CONTROL OF CONTROL STATEMENT OF THE POOZ N77-11980 JOHNSON, R. B., JR. LESS CONTROL OF CONTROL STATEMENT OF THE POOZ N77-11980 JOHNSON, R. B., JR. LESS CONTROL OF CONTROL STATEMENT OF THE POOZ N77-11980 JOHNSON, R. B., JR. LESS CONTROL OF CONTROL STATEMENT OF THE POOZ N77-11980 JOHNSON, R. B., JR. LESS CONTROL OF CONTROL STATEMENT OF THE POOZ N77-11980 JOHNSON, R. B., JR. LESS CONTROL OF CONTROL STATEMENT OF THE POOZ N77-11980 JOHNSON, R. B., JR. LESS CONTROL OF CONTROL STATEMENT OF THE POOZ N77-11980 JOHNSON, R. B., JR. LESS CONTROL OF CONTROL STATEMENT OF THE POOZ N77-11980 JOHNSON, R. B., JR. LESS CONTROL OF CONTROL STATEMENT OF THE POOZ N77-11980 JOHNSON, R. B., J
HUDSON, J. W. Laser and low light level televation systems p0212 M75-10779 Forward looking infrared systems p0212 M75-20781 HUDSON, R. D., Jh. Laser and low hight level televation systems p0212 M75-20781 Forward looking infrared systems p0212 M75-20781 HUBSON, R. D., Jh. An apparimental study to determine failure sevelope of composite meterals with tubular specimens under combined loads and compasison between several classical criterie HUFF, M. Investigations for increaseming turbine discs of Ni-bass superalizes by cowder metallingy methods p0140 M77-15187 HUFF, R. W. US Navy VIOL automatic landing system development increaseming methods in atcreat peliminary increaseming methods in atcreat peliminary po088 M74-32425 HUFF, W. W., Jr. Modern engineering methods in atcreating peliminary increaseming methods in atcreating policy increaseming policy increaseming policy increaseming policy increaseming policy increaseming policy increaseming policy increaseming policy increaseming policy increaseming policy increaseming policy increasement policy in	Plans and Developments for Air Traffic Systems [AGARD-CP-188] J. J. J. J. J. J. J. J. J. J. J. J. J. J	[ÄÄÄIKÜ-R-823] p0086 N75-10085 Critical review of methods to predict the buffet prestration capability of aircraft p0027 N75-22287 JOHNBON, A. J. The operational consequences of aleep deprivation, and sleep defloid [AGARD-AG-183] p0286 N74-31865 JOHNBON, A. L. Fight test results of propagation experiments through inhomogeneous media p0286 N78-22081 Simulation and implementation of a modulation system for overcoming temperature scintillation flading p0186 N78-2038 JOHNBON, C. L. Control system requirements thotated by optimization of engine overation p0090 N75-23579 JOHNBON, D. A. The improvement of visual side for approach are p0090 N75-23579 JOHNBON, D. A. Laser velocitisety applied to transcinc and supersonic leading p0090 N75-21234 JOHNBON, D. A. Asymptotic behavior of temporary threshold shift during exposure to long duret or noises p0092 N78-17791 JOHNBON, H. B. Helicopter avolonist UK vassarch programma p0012 N78-1098 JOHNBON, L. B. Display generator instruction set considerations for sciences application JOHNBON, R. B., JR. US Air Force Helicopter operational fright spectra survey acquirements JOHNBON, R. B., JR. US Air Force Helicopter operational fright spectra survey popura. Past and pressur. JOHNBON, R. B., JR. US Air Force Helicopter operational fright spectra survey popura. Past and pressur. JOHNBON, R. B., JR. JOHNBON, D. Basic concepts in fracture mechanics p0192 N74-23428 Basic concepts in fracture mechanics p0198 N76-16460
HUDSON, J. W. Laser and low light level television systems po212 A75-2678 Forward looking Infrared systems po212 A75-2678 HUDSON, R. D., JR. Laser and low light level television systems po212 A75-2678 Forward looking infrared systems po212 A75-2678 HUETTER, U. An apparimental study to determine failure envelope of composite materials with tubular specimens under combined loads and comprision between assisted and citizene (po 212 A75-2678) HUFF, H. Investigations for inconfectioning turbine diacs of Ni-base superalities by owners materially methods po 140 A77-1810 HUFF, R. W. US Navy VTOL automatic leading system development program (po 218 A76-3008) HUFF, W. W., Jr. Modern engineering methods in strength system development program (po 218 A76-3008) HUPPERUS, J. P. The simulation of turbulence in irrepressible models workload HULMS, V. B. Integration algorithm in a digital display store for automatic methods and policy and policy and policy and policy A76-28179 HUNT, K. L. Real time operating systems HUNTER, J. B. Survivable flight control system policy N76-28179 HUNT, K. L. Feal time operating systems HUNTER, J. B. Survivable flight control system policy N76-28179 HUNT, K. L. Policy Development program of a real jet engine and a model of the policy of control development in the policy of policy of perforation of second attractives by engine fragments HUSSEY, D. W. Policy Development policy of perforation of second attractives by engine fragments	Plans and Developments for Air Traffic Systems [AGARD-CP-188] pC083 N78-23191 JAARSMA, F. Lipsot of future fuels on military pero-engines p0201 N78-17881 Jot interference of a podded engine installation at oruse contitions [Policy N78-23490] pC027 N78-23490 proposed indzile testing techniques in transcrite flow [AGARD-AR-98] pC088 N78-23555 JACKSON, A. H., JR. Gran propulsion for short haul transports pc088 N74-20424 JACKSON, D. Supersonic velocity and turbulence measurements using a Fabry-Perot interferontaler p0182 N77-11227 JACKSON, D. The design and development of the MRCA astroption p0180 N78-13449 JACKSON, F. M. Description of the AGARD nozite efferbody experiments conducted by the Arrold Engineering Development Center p0179 N78-14364 JAUKSON, K. MASCOT A Modular Auproach to System Construction and Test p0248 N78-18268 JACKSON, S. K., JR. The effect of avonics system characteristics on fighter and engineering periodicinal power subsystems p0076 N77-18046 JACKSON, W. G. The correlational structure of traditional test measures and engineering periodicinal power subsystems p0238 N78-2574 JACKSON, C. A method for prediction of lift for multi-stemant sitiod systems with separation p0248 N78-1807 JACKSON, C. Requirements for and characteristics demanded of flight temperature gas turbine components p0130 N78 11035 JAMES, L. C.	(AAIRC-R-823) p0086 N75-10085 Cititatizativinw from thods to predict the buffet penetration capability of aircraft p0027 N75-22287 JOHNBON, A. J. The operational consequences of aleap deprivation, and sleep defluit [AGARD-AG-183] p0236 N74-3186 (AGARD-AG-183] p0236 N74-3186 JOHNBON, A. L. Fight test results of propagation experiments through inhomogeneous mode p0266 N78-22087 JOHNBON, C. L. Control system requirements decised by optimization of p0060 N75-23579 JOHNBON, C. L. Control system requirements decised by optimization of p0080 N75-23579 JOHNBON, D. The improvement of visual side for approach and p0080 N75-23579 JOHNBON, D. A. Laser velocitinetry applied to transcome and supersonic p0090 N75-21234 JOHNBON, D. A. Asymptoto behavior of temporary threshold shift Juring exposure to long duret or noises JOHNBON, M. B. Helicopter sulomas UK research programme p0025 N76-17791 JOHNBON, M. B. Display generator instruction set considerations to p0061 N76-17122 JOHNBON, R. B., JR. US Air Force Helicopter operational finglit species are universeporary. Past and pressin p0073 N74-33435 JOHNBON, R. B., JR. US Air Force Helicopter operational finglit species are universeporary. Past and pressin p0073 N78-3021 JOHNBON, R. B., JR. US Air Force Helicopter operational finglit species are universeporary. Past and pressin p0073 N78-3021 JOHNSON, R. B., JR. LESS CONTROL OF CONTROL STATEMENT OF THE POOZ N77-11980 JOHNSON, R. B., JR. LESS CONTROL OF CONTROL STATEMENT OF THE POOZ N77-11980 JOHNSON, R. B., JR. LESS CONTROL OF CONTROL STATEMENT OF THE POOZ N77-11980 JOHNSON, R. B., JR. LESS CONTROL OF CONTROL STATEMENT OF THE POOZ N77-11980 JOHNSON, R. B., JR. LESS CONTROL OF CONTROL STATEMENT OF THE POOZ N77-11980 JOHNSON, R. B., JR. LESS CONTROL OF CONTROL STATEMENT OF THE POOZ N77-11980 JOHNSON, R. B., JR. LESS CONTROL OF CONTROL STATEMENT OF THE POOZ N77-11980 JOHNSON, R. B., JR. LESS CONTROL OF CONTROL STATEMENT OF THE POOZ N77-11980 JOHNSON, R. B., JR. LESS CONTROL OF CONTROL STATEMENT OF THE POOZ N77-11980 JOHNSON, R. B., J

1-77

JONES, J. G. JNES. J. G.

UK research on neronautical effects of surface winds and gusts p0070 N78-18643

Aucresf dynamic response associated with fluctuating p0020 N76-22285

Modelling of systems with a high five of distornal p0020 N76-2285 KENNEALLY, W. J. KIST. R. Low level right operations of tactical helicopters Modification of the plasma impedance of an antenna due to lon cheats induced nonlinearities p0013 N75-30366 KENNEDY, R. S. DO16B N74-31B3A Some practical considerations for performance testing KITCHENS, C. W., JR. in exotic environments D0239 N76-25788 The structure of three dimensional separated flows in obstacle, boundary layer interactions p0037 N76-17065 p0004 N75-29998 KENNEL C. F.
Modeling of tonospheric parametric interactions in the United States program to ICAO for a new non-visual approach and landing system p0056 N76-23217 QUIPS device D0156 N74-31820 Theory of double resonance peremetric excitation in the mosphere p0156 N74-31823 JONES, T. S.

Midditestion effects in the ionosphalic Diregion
p015b N74-31842
The correction of errors in HF direction finding by travelling
groupspheric disturbances p036b N76-20332
JONES, W. L.
Escaph problems and instruvies in combat aircraft
[AGARD.CP-134] p0043 N74-20750
Technical sevaluation of the Aerospace Medical Panel
Booolistics evaluation of the p0043 N74-20750
Current status in eerospace medicine
[AGARD.CP-154] p0216 N76-29722
[AdARD.CP-154] p0216 N76-29722
A aummary of Skylah fluidings of literature in terestine. JONES, T. S. p0061 N78-32169 nosphere puregularities in the auroral and equatorial p0157 N74-31826 KJELAAS, A. G. heric effects relevant to leser spectroscopy p0203 N76-29820 Generation, use, and transfer of information emory, ה. Experimental determination of single and multiple pulse opecation p0206 N76-29847 D0263 N74-27489 nortepaceo propagation
KLBIN, J. A.
V/STOL entrah control/display concept for maximum
operational effectiveness p0106 N74-31458
KLBIN, K. E.
Alt operations and circadian performance rhythms
p023B N78-25787 KENWARD, M. An anthropometric survey of 2000 Royal Air force Airgrew, 1970/71 AGARD AG-181 p0222 N75-17936 KEONJIAN, E. Man-machine interface Current status in eerospace medicine (GARO-CP-154) p0216 N76-29722 A summary of Skylab findings of interest to life scien-te p0217 N75-29725 00244 N78-18244 KLEINGELD. H. W. Design and evaluation of a symmetric flight test man-ocurrs for the estimation of longitudinal performance and stability and control characteristics p0008 N78-30008 KLEPINGER, R. H. Novel devices and techniques p0244 N75-16245 KERKER, M. KER, M. Fluorescent and Haman scattering in particles p0205 N76-29831 Unstaudy sirinade on a cascade of staggered bledes in ibsonic flow p0100 N76-28200 subsonia flow JOOR. B. Potential payoff of new serodynamic prediction met-pods p0067 N74-31476 Turbulence effects on terget illumination by leser trans-mitter. Unified enalysis and experimental verification p0208 N76-29834 Measurement techniques for jet interference effects p0116 N76-25240 KUNKER P. A linear erray of blade entennes as an aircraft entenne restellite communication p0171 N74-31688 Instrument landing system parformance prediction KERREBROCK, J. L. for satellite communication Exil flow from a transonic compressor rotor p0097 N78-25174 p0087 N78-23218 The influence of information flow on the organization of an enterprise p0270 N78-28104 KLDEMN, W.
High energy composite double base solid propellarits ...0144 N77-11189 The team leader's role in dusting to cost preliminary design p0089 N74-32426 KERBCHGENS, M. J. Theoretical studies of the transfer of solar radiation Application of the computer for on-site definition and KRESELMAN, W. A. control of wind tunnel shape for A universal electromagnetic compatibility (EMC) ensigner utilizing basic circuit modules p0164 N76-16297 KLOPP.J.D. Interference p0019 N77-119-0
JUNIZER, A. M.
Evaluation of roll safe tracking as an indicator of vestibutp0209 N75-23086 Dictionary of Frac IAGARD-AG-180) ry of Franch lerms used in documentation AG-180] p0272 N76-18155 KLUG, M. G.

Transport sligraft with relaxed/negative longitudingle stability: Results of a design study p0008 N7*-30031

KLUSSMANN, W. Canadian research and development policies ar/somuto sensory function JUSTICE, J. W. pDJ21 N77-149R6 KEY/JER, G, L.
US Navy VTOL automatic landling system development
ρΟ015 N78-30081 ensated imaging p0207 N76-29848 LUSSMANN, W.
Investigation of the relative merits of different power
plants for STOL-aircraft with blown Nap application
pCOSS N74-20406 program

KHAMBATA, A. J.

Automistion in air traffic control systems

p00K1 N78-32050 K KAHN, D. Models of the cardiovascular system under whole be KHOT, N. S. Use of optimality criteris methods for large scale p0195 N75-12356 Instrument landing system performance prediction pO057 N76-23218 p0215 N75-27708 vibration atress KNAPP, 8. C.
Head injury cathology and its clinical, safety and administrative algoriticance p0235 N77-17725
KNETSCH, M. KAHN, D. A.
Opticel war aguide data transmission for avionics KILGONE, N. A. The progenic transonic wind tunnel for high Reyholds number research [L-10032] p0113 N76-28214 UO260 N75 10778 KALTSCHMIDT, H. Nest ground (slemetry systems p0112 N76-23298 KAMARR, P. W.
An alifteme translatition's requirements for future groundland controls KAPLAN, R. E. A real-time program system for controlling a phased array dat p0245 N78-16266 Recent progress on new facilities at the NASA Lengley
Research Center #00119 N76-28269 Reliability of the detection of flaws and of the determina-on of flaw size p0194 N74-23438 Research Center

KIMBALL, K. A.

Army autorotational accidents pOO45 N74-20771

Helicopter Right performance with the AN/PVS-8, night vision goggles

vision goggles

Aviator performance Biomedical, physiological, and psychological seaseszment of pilots during extended helicopter Right tion of flew size KNOTT, P. G. NOTT, P. G. A review of the lifting characteristics of some jet in V/810L configurations p002s N7s-13816 Air driven ejector units for engine simulation in wind tunnel models On the generation of jet noise KARDELS, D. p0258 N74-22863 ANDELS, D.

Computer method for alreaft vulnerability analysis and
the diffuence of structural damage on total vulnerability
p0198 N76-18476 ter flight KIMBERLEY, O. Flight control system development in the UK p0104 N74-31438 KARLESON, S. K. F. Determination of sircraft derivatives by automatic parameter adjustment and frequency response matricels p0006 N78-30014 A three-component laser Doppler-velocimeter p0164 N77-11248 KARPLUS, W. J. KOEVERMANS, W. P. KING, P. P. The impact of recently developed hybrid computing devices on real-time signal processing p0247 N75-18282 Design and performance of the four-degree-of-freedom-motion system of the NLR research flight simulator Some seromedical especia of noise p0289 N74-22667 KING. R. J. n, v. Spagation over passive and active n D0125 N70-29304 nominiform purface p0263 N75-22069 KOHL D. impedance plenes KINGSTON, R. H. Strain gauge measurements on aircraft, volume 7
[AGARD-AG-160-VOL-7] p0199 N76-25580
KOMPENHANS, J. fatigns stranger.
KEATING. R. F. A.
A tachinque for analysing the tanding manosuvre
p0002 N75-21226 Airhorne surveillance and reconnectance KINNEMAN, N. E., JR.
Specific biomedical esures in the escape phase of sit combat mishaps during Southeast Asia operations p0043 N74-20758 DO185 N75-16834 Experiments concerning the flow dependent accounts properties of perforated plates KOOI, J. W. KAKNAR, B. S. Akymmetric surodynamic forces on aircraft at high angles of etrock - some design guides p0107 N76-29287 Experiment on transonic shock wave boundary layer teraction p0035 N76-17068 KIRKBY, W. T. interaction KOPCHICK, N. A. Examples of arcraft failure p0192 N74-2341
Heavy sections p0193 N74-2342
Facture toughness test results p0193 N74-2342
KIRKPATRIGK, D. L. I.
Initial-design optimisation on civil and military sizcreft KERNER, J. I. p0192 N74-23415 p0193 N74-23429 p0198 N74-23444 Standard procedures/measures of effectiveness for All force operational test and evaluation (constant improvement (task 2) p0110 N76-23285 The data design and system integration aspects of electronic airbains controls and displays p0081 N76-17131 KEHRED, W. T. KOPP, E. H., JR.
The development and demonstration of hybrid programm-sble stitude control electronics p0247 N78-18281 Design evolution of the Boeing 2707-300 supersonic transport. Part 2. Design impact of handling qualities criteria. Right control system concepts, and accollection effects on stability and control. p0006 N74-31488 p0068 N74-31477 KIROUAC, G. s, c. iological up-dating for the manufacturing industry p0270 N76-25161 Votes wakes of conventional aircraft
[AGARD-AG-204] p0032 N78-3010a
Two-dimensional shock wave-boundarylayer interactions KEIDEL W. D. KIRSHNER, H. J.

Ovarview of US air traffic control system Vibratesa language KEINATH, W. p0216 N75 27713 p0063 N75 32082 in high spend flows [AGARD-AG-203] Some comments on the mechanical properties of HIP #10141 N77-15173 KIRSHNER, J. M. 90015 N75-32001 Fluidics technology
[AGARD-AG-216]
Fluidic sensors A survey
KIMETEN, P. W. KORTUEM, W.
Design and snalysis of low-order filters applied to the p0180 N76-21430 p0180 N76-21431 KELL'NGTON, C. M. The apactorion of lauers to the problems of very low lever flight obstacls avoidance and terrain following p0198 N76-18833 alignment of inertial platforms p9089 N78-24207 KOTTKAMP, E. A comparison and avaluation of two methods of extracting stability derivatives from Hight test data An optical radar system for obstacle avoidunce and terrain pillowing p0012 N78-30082 Strain gauge measuraments on atroraft, volume 7 [AGARD-AG-180-VOL-7] p0199 N75-2 p0199 N76-25580 Simulation in support of flight test p0125 N76-20297 Inllowing KGURTIDES, G. A.

Fire dynamics of median aircraft from a materials point of view p0046, N76-14089 RELLY, M. W.

KIRBTETTER, B.

Use of computer in air traffic control

Eurocontrol data processing systems

Wave interscript using a partially reflected probing ave p0158 N74-31840

KISSICK, W. A.

KRACHMALNICK, F. M.

KRAUBE, E.

Survivable flight control system
ment. flight icst. and application
p0009 N78-30039

u0177 N/8-3 1388

w analysis through numerical techniques

p0083 N78-32078

p0053 N75-32080

The rationals and design features for the 40 by 80/80 by 120 foot wind tunnel p0/14 N76-28223 Applications of the real-time data analysis system in the

Ames 40- by 60-foot wind tonnal

p0019 N77-11872

LADIILL L

LAPERLITA. N.

Prediction and calculation of trace ension loss in different

The time-of-flight laser arismometer p0184 N77-11243

Digital real time simulation of flight p0248 N75-16293 LATT, A. J.
High efficiency entennes for sirbotne rader

p0264 N76-22078

n0189 N74-31671

DO044 N74 20788

Advanced concepts for rotary wing and V/STOL arroralt

LAKBHMINARAYANA. B.
The nature of flow distortions caused by rotor blade p0097 N76-28173 An experimental study to determine failure envelope of composite materials with tubular specimens under com-bined loads and comparison between several classical OSCADE SVETORIS LAMAR, W. E. p0132 N75-23701 The role of preliminary design in reducing development, production and operational costs of sucrets systems p0085 N74-31459 KNEPPT, S. Development of eviation accident pathology in the Federal p0233 N77-17712 Effects of buffeting and other transonic phenomena KREISS, H. O. LAMBERT, J. D.

UHF linear phased arrays for aeronautical satellite Difference approximations for time dependent problems p0177 N75-31389 COMMUNICATIONS n0171 N74-31687 KREMPL E. Multiaxial fatigue. Present and future methods of p0197 N75-16023 ERENDEL E B IMMERS CL. with a simple head-up display used as visual approach aid p0003 N75-212 CAMERS, J. P. YF-16 high sigle of attack test experience Mathematical models of human pilot bahayior [AQARD-AQ-188] p0236 N74-18807 KRENZ. G. Some low speed aspects of the twin-engine short haul alread VFW 614 p0002 N75-21230 p0108 N76-29268 Alifiame Engine interaction for engine configurations mounted above the wing Part 1 Interference between wing and intake jet p0030 N78-23511 LANCASTES, M. C. The strongwan at increased risk of leghanic vesquisr disease p0217 N78-28728
Treadmill exercise testing at the USAF Subool of Wing and Intake jet KREUTZMANN, R. J. Aerospace Medicins: Physiological responses in aircrawmen and the detection of latent coronery artery disease
[ACARD-ACI-210] p0222 N75-29736 US Army medical In-flight evaluations, 1985-1975 Noise characteristics of an experimental lifting fan under nssflow conditions p0088 N74-20428 LANDER, J. A. Recent technology advances in thrust vectoring sys-pros p0088 N74-20410 ensiflow conditions KRGG, J.
Felipheral circulatory adjustment to cold Methods in circulatory research p0049 N74-33535 The reduction of electromagnetic compatibility due to non-linear elements and unintended random contacting in the proximity of the antenns of high-power RF-transmitters p0163 N76-16289 KROGMANN, U. K.
The FNA 618 A self cuntained low-cost navigation system for ground-vehicles p0061 N76-32167 transmitters LANDY, M. A. Norm, 4. A review of anthropometric data of German Air Force and United States Air Force flying personnel, 1987 -1988 The development of fatigue/ crack prowth analysis loading [AGARD-H-640] p0189 N76-19487 LANE, N. E.
Impact of multivariate analysis on the aviation selection [AGAND-AG-205] p0184 N75-26835 Impact of multivariate array of dissillication process p0211 N75-243ue LANGE-NIELEEN T. Construction of suboptimal Kalman Niters by pattern p0103 N74-31436 RUPA, W. R.
Diagnostics and Engine Condition Monitoring
[AGARD-CF-165] p0094 N75-31083
An advanced diagnostic engine monitoring system
approach p0098 N75-31097 LANGE, H. H. Steep approach flight test results of a business-type storast with direct lift control p0004 N78-21240 LANGE, W.

A review of blomechanical models for the evaluation of KRUTZ, R. W., JR. The plus Gr protective methods for use in advanced fighter-attack strotaft p0217 N76-29727 KUBBAT, W. J. A review of the vibration stress p0218 N/o-arrow vibration stress LANGPELOER, M. Designing for maneuversbillty. Requirements and p0089 N74-32424 investigations on direct force control for CCV alresh during approach and landing pooo2 N78-21232 A quadruredundant digital flight control system for CCV opplication p0016 N78-30042 opplication KUECHEMANN. D. LANGLOIS, J. Some observations on options for a large transonic winddonnel
Out the flow quality necessary for the Large European High-Raynolds-Number Transonic Winddonnel LEHRT NMCLOTE, v. Investigations of the blood vessels aleatic expansion, heart output, and heart rhythm, based on the measurement of variations in the thoracic electric impedance D0230 N76-27834 AGARD-R-844] LANGOT, M. p0127 N77-11070 Adeptation of the Joppe method to a wind tunnel with triable permeability p0019 N77-11978 Adilys control of empennage flutter pt/07/0 N78-32099

KUENTZMAN, P.

French contribution to serodynamics of gas-particle
mixtures

p0182 N77-12353 variable permeability p0019
LANPHRAR, F. L.
SHF high power alreade communications A family of modular processors: The ASMODEE Project p0247 N75-16280 Numerical control of a turbomachine Prediction of turbulent separated flow at subsports and transunic speeds including unsteady effectp0036 N78-17054 p0091 N75-23890 Recent progress on new facilities at the NASA Langley
Heaserch Center pD119 N76-28269 LARCOMBS. M. J. Initial-design optimisation on civil and military aircraft pooss N74-31477 Research Center
KUJAWBKI, B. T.
Control Configured vehicles 8-52 program results
p0010 N78-30041 People, communities and strongly operations KUKLINSKI, P. 00093 N75 30169 operations and discadian performance rhythms Performance and economics of HIP equipment in Industrial uses p0139 N77-15158 The characteristics required to make a good information LABONKA. B. p0270 N76-25108 Unsteady serodynamic prediction methods applied in p0038 N76-24147 aeronissticity LATHROP, G. D. The saturation spectrum of parametric instabilities p0166 N74-31822 An epidemic of chikungunya in the Politippina Islands. Possible role of stroraft dissemination, p0224 N76-14766 KURKOV. A. P. Turbofan compressor dynamics during afterburier transients p0098 N76-28183 On the generation of jet noise p0288 N74-22863 LAUGHREY, J. A.
Airfrans/propulsion system flow field interference and
the effect on air intake and exhaust nozale performance
p0030 N73-23808 KURZ. W. Aerodynamic aspects and optimisation of thrust reverser p0030 N75-23813 An experimental and numerical investigation of shock Effects of varying Heynolds number and boundary layer displacement fluckness on the external flow over north-boattells p0179 N76-16363 wave induced turbulant boundary layer separation at hypersonic speeds p0035 N76-17083 pattells
Data variance due to different testing techniques
p0180 N76-18370 L LAURENS, A.
Atmospheric laser beam propagation LABURTHE, C. "p0186 N75-16843 Nysis of spiri, based on Franch experience on p0108 N76-29260 LAURENS, R.
The motorization of short take-off and landing aircraft n0085 N74 20405 A naw analys

LAWACZECK, O. Von Karman vortex streets in the wakes of subsonic and transonic cascades The mechanical matellurgy of directionally solidified composites. Birengthening Fundamentals, tensile, creep. [atigue and toughness properties. p0130-N75-11037 LAYCOCK, J. Helmet mounted sights and displays DO231 N78-27863 LAYTON, Q. P. A new experimental flight research technique remotely piloted airplane p0121 N78p0121 N78-25287 LAZARICK. R. m. tics and Engine Condition Monitoring P-1661 p0094 N75-31063 Diagnostics and [AGARD-CP-168] LAZZERETY), M.
Problems in fault diagnostics and prognostics for engine
condition monitoring p0084 N78-3 1065 LEADER, J. C. DER, J. C. Polarization decrimination in remote sensing p0252 N75-22060 LEAN. O. Paris, D.
Technical evaluation report on AGARD Flight Mechanics
Panel Symposium on Flight in Turbulence
[AGARD-AR-67] p0064 N74-20639 p0064 N74-20639 [AUANDANA], LEBAGOZ, J. V.
The sifecient application of digital identification rachingus to flight date from a veriable stability V/STOL p0007 N75-30024 LEBALLEUR, J. C. Experimental and tilentatical investigations of twodimensional restlectment in turbulent incompressible flow p0034 N76-17046 Viscous interactions with separation under transpole flow anditions p0038 N78-17063 conditions LESIDOIS, J. M. HF transmission of numerical data u0 (86 N76-20321 LESLANC, G. Staking performances n0002 N78-21224 LECLAIRE, N. MINE, W. Performance assessment of the conditioning system for the avionic equipment bay of a small high subsonic military alreads p0078 N77-16048 LECLERE. G. Weather hexard simulation in the Modern wind tunnels p0117 N70-25244 LECOMTE. P. CCV philosophy Sementics and uncertainty the concept of strotaft revolution by progress in the flight control system p0008 N78-30028 LUE, B. N. K.

A deterministic model of sonic boom propagation through a turbulant atmosphere p0255 N74-22855 LEN, J. R. Fretting in helicopters DO146 N75-22490 LEE, W. H.
Digital phase processing for low-uset omega receivers p0060 N75-32185 LEGAY-DYSESQUELLES, F. Separation bubble produced by a shallow depression in a wall under laminar supersonic flow conditions p0033 N76-17038 LEHMANN, R. D. MANN, K. D. Minicomputers in library circulation and control p0288 N77-16833 LEIBACH, H. Comparative appraisal of propulsion systems for VTOL-sucresh p0085 N74-20402 LENGIONI, D. E. The limitations imposed by atmospheric breakdown on the propagation of high power laser beams p0206 N76-29846 Inclusive behaviour of composites (plastic prediction by mit snalysis) p0132 N76-23702 limit enalvate) Imm analysis potaz voc-zoroz LENOBEL J.

Methods for solving the equation of redistive transfe through finite thickness layers p0204 N76-29828 LENZ, R. W. p0204 N76-29825 Digital time series analysis of flutter lest data p0200 N76-29658 LEOMAND, G. C. Fallure modes of composite materials with organic matrices and their consequences on design [AGARD-AR-88] p0133 N76-17212 LEPAGE, W. A.

A conceptual model for operational stress p0239 N78-25791 LEPOINT O blades and guide waves Work on the calcination of heat resistant nickel based version on the calcination or heat resistant fickal based dilitys polls? N78-22788 influence on the mechanical properties of versions processing parameters applied to nickel base superalloys ponders poll40 N77-15188 powders LETGHWORTH, R. Rotor Bystams Research Alterati (RSRA) p0121 N78-28286 Design of periodically modulated tri-plate antennas p0169 N74-31670 LAUZZE, R. W. Structural integrity requirements for projectile impact LITTON. G. C., JR. Avionice rooling on USAF alteraft p0074 N77-18033
LEUCHTER. O.
Numerical analysis of the inflammation phase in a
turbulent initialing boundary Jayer p0148 N78-30363 p0197 N78-19472 Progress report on magnetical Sans n0024 N25-13806

LEUPELT, U. Employment of nearfield Cassegram antennes with high	LLOYD, R. B. Interactive conflict resolution in air treffic control	LUTOMIRSKI, R. F. Propagation of focusari truncated taser beams in the
efficiency and low aidelobes, taking the Intelest-ground stations and the German Halios-telecommand station as	DOORS N76-23207	atmosphere p0205 N76 29836 LUTZ. G.
examples p0172 N74-31696 LEVERETT, 8. D., JR.	Application of the dual-scatter laser velocimeter in transcrite flow research p0161 N77 11275	Standard procedures/measures of effectiveness for Air Force operational test and evaluation (constant improve-
Man at high sustained + Gz acceleration [AGARD-AG-190] p0222 N74-21718	LOCH, R. G.	ment task 2) p0110 N76-23285 LYON, G. F.
The plus Gz protective methods for use in advanced fighter-stack enorsh p0217 N75-29727	Electron heating in the ionosphere by powerful gyro- waves p0158 N74 31839	The propagation of radio waves through periodically
The pathophysiology of high sustained + G sub a accelera-	LOCKENOUR, J. L. Stability and control status for current fighters	verying media p0252 N75-22063 LYONE, J. W.
tion, immation to air combat manneuvering and the case of centrifugas in performance training	p0016 N76-14023 Stability and control potential for future fighters	Some navigational concepts for remotely piloted vehic res p0069 N76 32153
[AGARD CP 189] p0220 N77 11644 Effect of austeined + G seb a acceleration on cardiac	p0016 N76-14024	4.4
output and fractionation of curdine output in awaks ministure swine p0221 N77-11660	LODGE, C. G. UK Jaguar external store flutter clearance	М
The use of a fixed base simulator as a training device for high sustained or ACM (Air Combat Maneuverling) + (i	p0031 N75-28013 Unsteady pressures due to control surface rotation at	MARRERLEY, J. C. Hanging guidence and designation p0185 N75-16835
sub z stress pd221 N77-11662 LEVINTAN, R. M.	tow apparations appeads. Comparison between theory and experiment.	MASEY, D. G. Umitations in the correlation of flight/tunnel buffeting
Research toward development lessibility of an advanced technology V/STOL propaller system p0086 N74-20414	[AGARD-R-867] p0040 N78-32128 LOEHR, N.	ters p0017 N78-14028
LEWIS, D. J. G. Feel force system with an inertia reduction capability	Ground effect on sirfolls with fups or jet fisps p0026 N75-13815	Numerical techniques for the solution of the compressible
LEWIS, W. J.	LOEVE, W.	Navier-Btokss equations and implementation of turbulance models p0177 N75-31387
The influence of model external geometry p0179 N76-16366	Appraisal of wing serodynamic design methods for subsonic flight speed p0065 N74-28451	MACDONALD, J. A. Fire protection of fuel systems in combat stratch
LEYMAN. C. S. Prediction of supersonic aircraft serodynamic characteris-	Exploratory research on the aeroelasticity of turbine	MACE, W. D. p0047 N78-14078
Hos p0064 N74-26450 LEYNAMMT, J.	blades and guide waves p0097 N76-25176 LONGO, L.	AGARD flight test instrumentation series. Volume B Magnetic recording of flight test data
Engine installation serodynamics p0005 N74-26453	Test for quick and early retention of psychic syndromes more frequent in the Air Porce personnel	[AGARD GRAPH-180-VOL-5] p0077 N74-18823 AGARD flight test instrumentation series. Volume 8:
Interaction problems between air intakes and aircraft p0027 N75-23486	p0210 N76-24298 Stress and psychic functions. Operations of flight news	Open and disead loop accelerometers [AGARD-AG-180-VOL-8] p0078 N74-33948
LIARD, F. Mission spectra for the computation of life expectan-	and paratroops during parachute operations	MACHIN, il. N. The type 664 HUD weapon alming system
ates p0072 N76-30208	p0227 N76-19792	MACISAAC, 8, D. p0081 N76-17132
The fluid dynamics aspects of air pollution related to sirorant operations	The CS-4 high level language and its use in real time systems pD245 N78-16267	Aerothermodynamic factors governing the response rate of gas turbines p0000 N75-23578
[AGARD-AR-85] p0202 N74-26104 Studies related to turbulent flows involving fast chemical	LORENTZEN, P. V. Cold: Physiology, protection and survival	MACKENZIS, W. F. Ventricular pethology in swine at high sectained I G sub-
Jeactions p0149 N75-30308 LIGHTFUSS, H. J.	[AGAND-AG-194] μ0238 N78-10706 LORENZ-MAYEN, W.	a p0820 N77-11646
Aerodynamic mesauraments in coscades p0176 N75-30472	The Ludwieg tube: A proposal for a high Reynolds number	MACMILLAN, A. J. F. Seat inpunted oxygen regulator systems in United
LIEBING, A. Two new sensors and their possibilities in low obst	LORENZ-MEYER, W.	Kingdom sircraft p0232 N76-27868 MACNAMARA, W. D.
heading reference systems p0061 N76-32166 LIEBOWITZ, M.	On the flow quality necessary for the Large European High-Reynolds-Number Transonio Windtunnel LKHRT	Aircrew workload and human performance: The problem facing the operational commander p0237 N78-12595
Fracture machanics of sircraft structures	[AĞARD-R-844] p0127 N77-11070	MADDUX, G. E. Holographic methods p0189 N76-18476
[AGARD-AG-176] p0192 N74-23413 Basto concepts in fracture meditariles	Tability of precision inertial gyroscopes [AGARD-AQ-192] p0184 N74-35098	MAGISTRALI, G.
p0192 N74-23418 Basic concepts in fracture mechanics	LORIN, M. High speed ejections with SAAS scats	Liquid penetrant inspection p0168 N78-16467
μ01 00 N76-16460 LIESENK GETTER, B.	LOTTEN, K. p0218 N75-32726	NDI of wilding p0189 N78-16479 MAHONEY, J.
Development of an S-band dual made hors for telemetry	Agrodynamic aspects and optimisation of thrust reverser bystems p0030 N76-23613	Upper L-band telemetry serials for rockets and missiles p0172 N74-31890
reception by the 100 M KHelaberg radio telescope p0172 N74-31697	LOTZ, M. Problems of V/SICL aircraft connected with the propul-	MAHOOD, L
LIEVENS, C. Critical analyses and laboratory research work at the stage.	sion system as experienced on the Do 31 experimental transport stream poces N74-20430	Dynamic modeling of alreaft fuel tank environments and vulnerability p0046 N76-14067
of aircraft preliminary design p0065 N74-31463 LILLEY, G. M.	LOTZE, A. Active flutter suppression on wings with external atores	MAIGNAN, G. Use of computer in air traffic control
On the noise from july p0258 N74-2265% LIM, D. J.	p0102 N74-28865 Wing with stores flutter on variable sweep wing airc-	p0053 N75-32076 Europontrol data processing systems
Minds of cochiesr damage by excessive noise, an overview p0225 N76-1775?	reft p0031 N75-28017 Inflight flutter identification of the MRCA	p0053 N75-32080 MAILLII, M.
LINDHOUT, J. P. F. Three dimensional separation of an incompressible	μΩ200 N78-29889	Applications of finite element methods in fluid dyna- nics p0178 N75-31392
turbulent boundary fayer on an infinite swept wing	Theoretical and experimental study of boundary layer	MAILLET, H.
p0037 N76-17082	control by blowing at the knee of a flep p0024 N75-13804	Trajectography Tracking p0185 N75-16836 MAILLOUX, R. J.
Evaluating measures of workload using a flight elmula- tor p0237 N75-12591	LOVERLY, E. J. The development of avoraft instruments	Array and reflector techniques for airport precision approach reders p0172 N74-31698
LINDSEY, J. N. Coronary flow and myocardial blockemical responses to	μουθ2 N77-16081	MAINE, E. E., JR. Dynamic measurement of avioniu entennas
high sustained + G sub r acceleration p0220 N77-11649-LING, F. F.	Passive infrared systems p0261 N75-10784 LOWBON, M. V.	p0173 N74-31702 MAINE, N. E.
Design of pivots for minimum ketting p0147 N75-22498	Potorareft and propeller noise p0093 N75-30171 Ouet accounties and mufflers p0093 N75-30172	Practical aspects of using a maximum likelihood estima- tor p0006 N76-30013
LIOU. K. N.	LOZANO, P. Systems simulation A global approach to siturate	MAINL M. D.
Radiative transfer in cloudy atmospheres p0204 N76-29R23	workload p0236 N78-12588	Measurament of tilt rotor VTOL rotor wake-sirframe ground serodynamic interference for application to real time
LIPSCOMER, J. M. Feel force system with an inertia reduction capability	Larminar separation on a blunted cone at high engine of attack p0036 N76-17060	flight simulation p0025 N75-13816 MALATINO, N. E.
μ0126 N76-29305 Liahen, B. J.	LUDWIEG, H. The Fudwieg tubs: A proposal for a high Reynolds number	US Navy helicopter operational flight spectrum survey program Past and present p0073 N76-30212
The physiology of high G protection p0231 N76-27861 Centrilings assessment of a reclining seat	transonia wind tunnel p0113 N76-28216 LUHMANN, N. C., JR.	MALCOLM, G. N. Asymmetric serodynamic forces on aircraft at high angles
μ0220 N77-11848	Laboratory experiments on parameters instabilities and plasma heating in a magnetic field p0156 N74-31819	of attack - some design guides p0107 N76-29257
Hernote seroed sensing with an absolute delibrated	LUND, T. Atmospheric effects relevant to later apentroscopy	Stall/apin test techniques used by NASA p0107 N76-29258
double frequency lide: p0203 N76-29819 Livingston, C. L.	p0203 N76-29020	MALCOLM, R. The cyclic time slot interfece and its influence on the
Comments on computation of aircraft flight characteris- ties p0007 N78-30023	LUNDH, Y. Data acquisition and communication function	software executive p0245 N76-16263 Periphetal vision shiftetal horizon display
LIZERAY, P. The contribution of skin biopsy to the detection of vacquier	Optimization p0243 N76-16239 p0243 N76-16239	p0216 N78-27703 MALGOLM, R. E.
venescence, relationship with caratterem p0230 N76-27836	LUNDSTROM, E. A. Fluid dynamic analysis of hydraulic rams	The Malcolm Hollion p0093 N77-16084
LJUNGSTROEM, B. L. G.	p0198 N76-19474 LUSH, P. A.	MALOTA, F. Airborne instrumentation sittmeters. Doppler-navigators.
Experimental high lift optimization of multiple element sirfelis p0024 N75-13808	Noise from hot jets p0257 N74-23654 LUSTGARTEN, M. N.	velocimeter, CAT-detection pD195 N75-16832 MAMMEN, R. E.
Simulation of a visual aid system used for the piloting	A status report of the IEEE/ECAC electromagnetic compatibility figure of merit committee	Aeromedical Implications of Recent Experience with Communicable Disease
of helicopters in formation flying p0126 N76 29301	p0161 N76-16272	[AGARD-CF-169] p0223 N76-14788

MATTHEWS, A. W.

Air driven ejector units for engine simulation in wind tunnel models อนไปใต้ N78.282350

MCKENZIE, J. M. MATTHEWS, W. T. Typical plane atrain fracture toughness of alicial materials p0195 N74-23443 MATULKA, R. D. Technical evaluation report on the Guidance and Control Panel Symposium on Precision Weaport Delivery Systems Studies on stress in evistion personnel, snalysis and presentation of data derived from a bettery of measure-ments p0229 N76-27828 p0063 X75-70673 Applications of laser optics to aeronautical engineering poles N75-18840 MICKINLAY, W. H. (AGAMD.AR.74) Inertial navigation and air traffic control MÀNGANO, G. J. DOGS2 N75-32072 MAULARO, J. Studies of engine rotor fragment impact on protective po198 N76-19481 Characterization of noise sources in hot jets by the crossed po 183 N77-11238 The application of electronic and combined displays to manager and navigation p0081 N76-17133 atructure beam technique MAURER, F. MANGIAROTTY, R. A. The conception of low cost navigation systems. Art or podes N76-32161 nD202 N74-26109 Air pollution from aircraft Application of a Issar Dopplet versus policy appearance blow-down wind tunnel p0117 N76-26246 MAVRIPALE. Investigation of externally blown flap airfolic with leading p0074 N78-13802 Two new sansors and their possibilities in low cost sanding reference systems p0061 N76-32165 61, M. The Issue of convective amplification in jet noise p0257 N74-22652 heading reference systems MANIERO, G. Protective effects in men of brain cortex gangliceldes MCLAREN, I.
AGAHD flight test instrumentation series. Volume 8 MAWIRA, A.
Polarized hi see in the atmosphere due to min Open and closed loop acceleremeters [AGARD-AG-180-VOL-8] on the hearing loss induced by high levels of noise p0226 N76-177MP p0078 N74-33848 p0160 N78-16265 MANION, F. M. Analysic design of terminar proportional amplifiers p0180 N78-21434 ACLELLAN. W. G.
Application of multi minicomputer configuration to interactive graphics and cartography p0248 N76-18289 Influence of configuration factors on bulleting p0017 N78-14029 Interestive gray-named AGNERKIM, R. M.
Procedures for identification of mass disease victims p0234 N77-17717 MAXWELL, R. D. J.

Current standards of fetigue test on atrike aircraft
[AGARD-AH-92] p0072 N78-1 MANN. G. Performance requirements for sirborne multifunction splay systems p0078 N76-17110 p0072 N78-18108 deniav systems Correlation of accurrence of sircish scaldents with biorhythmic citicality and cycle phase p0234 N77-17720 MAYNARD, I. S. MANNARO, E. B.
Applications of the real-time data enalysis system in the
Anies 40- by 60-fout wind tunnel p0018 N77-11972
MAYNARO, L. B.
UHF lines phased arrays for seronautical satellite
communications p0171 N74-31887
Channel fading on air mobile satellite communications
links ANSON, 8. S.

An overview of high temperature metal fallique. Aspects
severed by the 1973 International Conference on Creep
and Fatigue p0185 N75-10489 Accident reconstruction from analysis of injuries p0234 N77-17724 Roenigenographic evaluation in fatal alreral accidents p0238 N77-17729 MAO, A. R. p0243 N78-16237 Basic digital computer concepts MAQUENNEMAN, B.
Exploratory research on the sercelasticity of turbine blades and guide waves poosy N76-25176 MONEE, R. C. Endocrine-metabolic indices of alterew workload: An analysis across studies p0237 N75-12598. The setreletional structure of traditional task measures and segmenting analogues of performance in the upontive domain p0238 N76-25784 The attenuated live smallpox vectine, strain MVA results of experimental and clinical studies p0224 N78-14787. The induction of interferon and specific smallpox immun-MARCHAND, M.
Determination of aircraft derivatives by automatic
parameter adjustment and frequency response methods
p0006 N78-30014 ity by oral Immunization with live attenuated pox virus p0224 N76-14768 The human as an adaptive controlle p0239 N76-25788 MAZZAWY, R. S. The effects of two stressors on traditional and angineering pleasures of countitive functioning p0240 N75-26783 Operations in cold environments p0232 N76-27864 Multiple segment parallel compressor model for circum-ferential flow /kstortion p0099 N76-25160 analogues of counties functioning MCNULTY, P. J. MARDON, P. G. Titanium powder metallurgy p0187 N78-22784 MAZZEI, P. J.
Powder lebrication of fibre-reinforced superalicy turbine
blades
p0141 N77-18170 NULTY, P. J.
Fluorescent and Maman scattering in particles
p0205 N76-25831 MARGASON, R. J. High-lift serodynamics: Trends, tr des, and options p0001 N75-21220 MOAVOY, N. MCRUER, D. T. Optical communication in free space Mathematical models of human pilot hehavior [AGARD-AG-186] p0236 N74-18807 MARHEFRA, R. J. p0165 N78-16631 plane attalysis of on-stretaft antennas (CARD-AC-186)
A historical perspective for advences in Fight pontrol p0103 N74-31430 MCCARTMY, C. D.
Power plant controls for sero gas turbine angines
[AGARD-AR-BO] p0093 N75-30161 p0173 N74-31706 systems BADOWS, J. MARKHAM, T. MARKHAM, T.
Fladiation of supersonic storats aerodynamic characterispood4 N74-26450
Clement witheris for the definition of take-off and lending
ulan aircraft with nonlimited lift
MARBH, H.
Through-flow calculations in svial turbomachinery: A
technical point of view
pi0040 N77-12015 MCCARTY, D.
Definition of engine debris and some propulsis for recluding potential demays to strong tructure and \$4.154.154.78 Helicopter automatic flight control systems for poor sibility operations p0014 N78-30078 visibility operations MECHIN, B. p0198 N76-19476 ONERA: Experimental study of 15 deg. Standard AGARD ONE AL Experimental study of 18 deg. semester during notate in subsortic and transonte flow po178 N78-16388 influence of the jet pressure ratio on the performance of an AGARD single flow affectody in the Q.60-038 Mesh lange MCGLATCHEY, N. A. Optical mudelling of the atmosphere MARTIN, A.
Color heed down and head up CRT's for cockpit disp0203 N76-29816 range MEECHAM, W. C. MCCLUSKEY, R. CCLUBERT, R.
Use of automated systems by the electromagnetic environmental test facility in electromagnetic compatibility analyses p0112 N76-23299 plays MARTIN, F. Fourier analysis and the correlation of speed with pouzo N77-11985 Fourier shallysis arium p0020 N77-11990 natationary serodynamics p0020 N77-11990 R71M, dt. L. US Air Force Helicopter operational flight spectra survey p0073 N78-30211 MCCOHNELL, B. D. Fretting wear behavior of a polysiloxane honded solid bricant p0147 N75-22502 heik (urbulence causing optical propagation fluctuations p0203 N76-29821 program: Post and present MARTIN, M. MCCROSKEY, W. J. iX, T. S. Halicopter personnel aurovability requirements p0044 N74-20767 Some current research in unsteady serodynamics: A sport from the Fluid Dynamics Panel p0099 N76-25192 aracteristics of head-up display systems p0082 N78-17138 MCCUTCHEON. E. P.
Effects of vibration stress on the cardiovasquist system MARTIN, W. A. MEHRA, M. K. Biatus of input design for sircraft parameter identifica-Maximising the use of an information service in an international environment p0287 N77-16936 MCDONALD, E. H. Influence on the mechanical properties of various processing parameters applied to nickel base superalitys powders p0140 N77-15168 F-15 Eagle Right control system n0104 N74-31440 Time dependence of the flight induced increase of free inary cortisol secretion in jet pilots p0237 N76-12597 F-15 kegrs man and to see traffic control
The satellite as an aid to see traffic control
p0083 N75-32079 uninary cortisol secretion in jet pilote p0227 N76-12897
MBIER, G. E. A.
Investigation of the instantaneous structure of the well
pressure under a turbulent boundary layer flow
p1228 N74-12888
Shock induced flow oscillations p0038 N76-17087 MARTYN, J. MCELREATH, R. W.
V/BTOL alteratt control/display concept for maximum operational effectiveness p0106 N74-31455 The role of communication in technological innovation p0270 N76-28099 MANUILLEY, J. P.
The STRADA landing trajectography system
p0111 N76-23288 MCEVILY, A. J.
Lifatime prediction methods for elevated temperature
p0190 N75-10493 MEINERI, C. Behavior of some respiratory parameters in partidate plics. A comparative study between two different groups examined at ten years interval pO228 N76-27631 Utilization of human centrifuge for training military plots in the execution of protective straining mercurers pO221 N77-11661 An experimental and numerical investigation of shock An experimental and numerous invasing separation at wave induced (urbulent boundary layer separation at pools N/6 1/023 MCFARLAND, A. L. Intermittent positive control: A ground-based or hypersonic speeds p0038 N78 17DE3
Experiments planned specifically for developing turbulence models in computations of flow fields around servicine. avoldance system MGFARLANE, W. I. Aircraft design implications of opto-ele MELEWICZ, P. V. Fog dispersal at airports, the state of the art and future trends pOGS6 N76-23216 MASSIER, P. F.
Expelimental evaluation of fluctuating density and MCGLAMERY, B. L. MELLING, A. Experimental evaluation of newsperime radiated noise from a high-temperature jet p0258 N74-22644 Computer simulation of atmospheric turbulance compensated imaging systems p0207 N76-2 Example, A. Investigation of a Vigutier stabilized flame by leser anemometry and schlieren photography p0184 N77-11248 MCGOWAN, J. W. Properties of electromagnetic radiation Structural response to impact damage
[AGARD-R-633] p0197 N75-11454
Mechanical property teating of high temperature materi-MELLING. B P0150 N76-11307 Active sentrol technology. A military sineral designer's swpoint p0150 N78 11308 Lesers purpositive (1997)

MCHUQH, W. S.
Enotional and biochemical effects of high work-load p0237 N75-12898

Frediction of pillot performance Stochemical and sleep-moud correlates under high workload conditions Mode of upchiesr demage by excessive noise, an overview p0228 N76-17787
TTB in man from a 24-hour exposure to an octave band of noise centered at 4 kHz
[AMRL-TR-78-3] p0225 N76-17788 als [AGARD-R-034] Celoulation of stress and strain distribution at critical locations, taking into account pleaticity and creep p0197 N78-16484 Structural analysis of impact damage p0238 N78-12699 (Amn. 117.0...)
MBLTON, G. B.

Studies on stress in avistion personnel, enelysis and presentation of deta derived from a battery of measure-p0228 N76-27820 e on wings p0197 N78-19473 MCINTIRE, W. L. MAST. C. Cost of ownership for propulsion system of powered lift aircraft p0089 N74-20427 Froblems of antennes operating in the telemetric 6 band minn p0159 N74-3 (873 MCINTOSH, W. MATSUMURA, H.
Propagation in curved multimode disided fibres MALTZ. G. Prediction and analysis of the low speed stall obsracteris-tios of the Boeing 747 p0026 N75-22283 Introductory survey: Potential applications of incoopheric subditication to Aeronomy p0186 N74-31613 p0281 N75-22058

(AIN, T. F. Through-flow calculations Theory and practice in the public Processing (ARIO)

turbomachinery design

Wind tunnel testing with engine simulation for V/STOL

simianes

MELZIG, H. D. MINARD, M. MERTHIRCH. W. MEYER, A. P. MICHAL R. material MIDGLEY, P. J. MILES, A. T. tigits MILES, R. S. MILLER, F. M. MILLEN, J. D. MILLMAN, G. H.

MELZIG, H. D. 213. H. D. Escape measures for combat helicopter crews p0044 N74-20770 Adaptation of the Joppa method to a wind tunnel with Parallel computer with automatically reconfigurable organization (COPRA) p0246 N75-16274 Current problems of optical interferometry used in perimental year dynamics p0184 N77-11244 experimental gas dynamics MESHIER, C. W. Air combat maneuvaring training in a simulator p0126 N78-29310 PRESENTEN, A. F.
Lemins separation A local asymptotic flow description for constant pressure downstream p0033 N76-17033 METTLER, 8. C.
Fringe mode fluorescence velocimetry nO183 N77-11240 Some informal comments about the resugrch aircraft in the DFVLR pO121 N76-25285 Application of manned air uombat simulation in the devalopment of flight control requirements for weapon delivery p0126 N78-29311 delivery MICHAELSON, E. D.

Man at high susta [AGAND-AG-190] MICHAELSON, S. M. sustained + Gs acceleration (90) p0222 N74-21718 Pathophysiologic aspects of exposure to microwave p0218 N76-1 1694

β0218 N76-11684
Endocrine and central nervous system effects of microwave exposure
Protection guides and standards for microwave expo-

Effects of flow turbulence and noise and aerodynamic phenomena and windtunnel results p0109 N74-31734 Concept and design of an injector driven pressurfaed transonia wind tunnel p0113 N76-28217

transonic write summ.

MickELSON, R. W.

Analysis of the products of thermal decomposition of an aromatic polyamide fabric used as an alreath intellor p0047 N75-14073 Recent experience from BAC elected for NATO p0067 N74-31469

MISNOSI, A.
Concept and design of an injector driven pressurized

Iransonic with tunion—

MIKOLAJCZAK, A. A.

Methods to increase engine stability and tolerance to poose N78-12981 The practical importance of unsteady flow p0096 N76-28170

Fumping system design related to fusi system specifica-poos?: N78-23600

00153 N77-11239 Historiant Doppler velocimister p0153 N77-11239
MILLAR, D. A. J.
Through-flow calculations based on matrix inversiontoss prediction p0040 N77-12016 sant Doppler velocimeter

A review of selected manufacturing technology programs for metals joining pO187 N75-22751

Determination of instrumentation requirements for USAF node p0112 N76-23301.

ranges
MILLER, J. S.
The CS-4 high level language and its use in rest time
p0245 N75-18267 Fault-tolerance features of an aerospace multiprocessor p0247 N75-18278

MILLER, R. E.
Safety fuel research in the United Kingdom
p0045 N76-14080

An automatic flight control system for a helicopter hight noting system p0018 N78-30079 landing system

Lonospherio rader range error correction by the incoherent lanter-Ferady rotation technique p0 166 N76-20309 scatter-Farady rotation technique MILLS, N. H. Long range air-tu-sir refuelling. A

study of duty and p0236 N75-12800 sleep patterns MILLS, R. L. H-83 night operations n0012 N75-30056

MILNE, K. survey of primary radars for Air traffic systems p0054 N76-23197

MILOSAWIC I ntegrated navigation system. Multifunction p0056 N76-23209

MILTON, A. F. p0213 N75-26786 fiber applications

MILWAY, W. B.
Projectile Airburst and Impact Locating System (PAILS)
p0111 N76-23292

MIRANDA, L. C. M.
Plasmy (neuhanisms by pulsa) emission
p0157 N74-31828

Experimental and theoretical investigations of twodimensional reattachment is turbulent incompressible flow p0034 N76-17046

MITCHELL, J. C. DNELL. J. C. Flectromagnetic radiation effects un the sys p0218 N76-11997 Electromagnetic interterence of Landlac pacemakers p0219 N76-11702

MITCHELL, N. A.
V/BTOL propulsion systems
[AGARD-AR-84] p0085 N74-19404

[AGARD-Añ-84]
Optimum angines for military V/810L stress
p0008 N74-20403
Technical evaluation report on 42nd Propulsion system
Energetics Panel Meeting on V/STOL Propulsion System
piodes N74-20433 MITCHELL, R. D.

leder detection and tracking in ground clutter p0111 N76-23207

Calculation of the effect of sherburning in external supersonic flow by means of z method of characteristics with heat addition and mixing layer analysis pulsas N78-30370

Remote probing techniques for inhomogeneous media p0252 N75-22064 MIXEON, J. 5.
Current structural vibration problems associated with p0259 N74-22668

MODABBER, B. Determination of the movement of the apparent phase canters of success antennas for calibrating the 2DBS interferometer p0172 N74-31704

MODDARESS, D. Laser valualmetry applied to transor onic and supersonic p0151 N77-11224

serorly hamics sercoynamics
MODRICKER, C. S.
Burrough, submitte communications system the fourth
generation (BACS IV) p0246 N75-16272
MODERACH THELESSEN, C.

p0049 N74-33837 Introduction to winter survival

MOSLEM, H. G.

Sweep frequency propagation on an 8,000 km transequatorial north south path p0185 N76-20313 MOHR, W. Diagnostic methods in tropical medicine

p0224 N76-14771 Air traffic and the problem of importation of diseases on the troolca p0228 N76-14773 from the tropics

MOKELKE, M. p0089 N75-12989 Prediction tentiniques MOKELKO, H.

The affect of turbulent mixing on the ducay of sinusoidal inlet distortions in salal flow compressors p0099 N76-28190

Influence function method in wind tunnel wall interference problems p0116 N76-28228 MOLINARI, G. A.

Protective effects in men of brain cortex gangliceides on the hearing loss induced by high levels of holse p0228 N76-17769

ile and resitation of autonautical laser systems p0280 N78-10782 MOLUSIS, J. A.

Hotoreraft derivative identification from ensigities models in the poor N75-3002 for N75-3002 for the poor N75-3002 for N75-3 and flight test class

and flight test testing MONESI. F.

A study of behaviour during a trial of vigilance in p0239 N76-29785 MONEY, A. F.

MONEY, A. F.
US Navy Right test evalues...
at high angle of attach
MONEY, K. E.
Peripheral vision artificial horizon display
pO215 N75-27703
pO083 N77-16054

The Matcontrol Common Monagaig. 8.

Theoretical and experimental study of boundary layer control by blowing at the knee of a flap p0024 N75-13804 Fluw separation and aerodynamic excitation at transonic p0026 N78-22284

speeds process

MONROE, R. D. Missile rader guidance isboratory #0112 N76-23302 MONTI, N.
Yurbulent boundary layer in hybrid propallants combine

MODIJ. H. A.

190U.J. H. A. Flight experience with an experimental electrical pitch-rate-command/attitude-hold flight control system. 1908 N74-31483 Handling quality c. Iteras development for itansport airorah with fly-by-wire primary flight control systems. 19009 N78-30038

MOORE, R. P.

Microwsve radiometric att-weather imaging and piloting techniques MOORHOUSE, D. J. Predicting the maximum lift of jet-flapped wings p0023 N75-13798

REAU, R.
Trajectography Tracking p0185 N75-10e36
Conflict and collision evoldance systems
p0051 N75-32059

MORGAN, H. L., JR.
High-lift serodynamics Trends trades and options p0001 N78-21220

MORGAN, U. B. A language for the specification of real-time computer p0246 N78-16270 based systems MORIN, 6.

Instrument landing system performance prediction p0057 N76-23218

MORITZ, B. K.
Application of multi-minicomputer configuration to interactive graphus and cartography p0248 N75-18289 MORITZ, R. R.

IORIYZ, R. R. Internet of unsteady flow phenomens on the design and operation of sero engines p0096 N76-28171 IOROMEY, M. J.

ATCHBS trillsteration, the advanced airport surface traffic control sensor p0056 N76-23212

control sensor
MORRALL, J. C.
Estimation of programmes and costs for military strop0068 N74-31484 MORRIS, J. W.

Survivable flight control system. Active control development, flight test, and application MORROW, R. J.

Committee of the control of the con

Computer generation of embiguity surface for redar waveform synthesis p0182 N78-18280 MORT, N. W.

BEORT, N. W.
The retionale and design features for the 40 by 80/80 by 120 foot wind tunnel p0114 N76-28223 MORTON, N. W.
Skability and accuracy of numbikal approximations to time dependent flows y0177 N76-21390

tims dependent nows
MORTON, P. H.

Titantum powder production by the Harwell centrifugal
shot sesting process
Comparative evaluation of lorged TrieAI4V ber made
from shot produced by the REP and CEC processes
pC141 N77-18172

MORWAY, P. E. Integration of aviators eya protection and visual aids pO241 N77-12710

MUSBY, R. A. Roentgenographic evaluation in fetal strotalt accidents

MOSES, H. L.
The effect of geometric and fluid parameters on static performance of wall-attechment-type fluid amplifiers point N76-21436

An on-rotor investigation of rotating stall in an avia 0088910700

MOSKO, J. D.
Assessing an evistor's ability to hear speach in his operational environment pozus N75-23088

MOSS, G. F. Some sercelestic distortion effects on sircraft and wind MOULDEN, T. H.

ON DOWN, T. M.

On some problems encountered in a theoretical study
of the external flow over a mozzle configuration in transonic
flight

p0028 N75-21498

On transporte high Reynolds number flow separation with severe upstream disturbance p0118 N76-28285 MOZO, B. T.

Characteristics of new generation military noise canceling p0209 N76-23049 microphones An investigation of alteraft voice communication systems as sources of insidious long-term scoustic hazards po226 N76-17798

MUCKLOW, P. A. Engine data recording on a phantom skyrsft: Results obtained to data p0095 N78-31096

MUBLLER B. Exportence with F-104G FDRS evaluation with respect to engine diagnostics p0095 N75-31098

SALIBLLER, M. i, M. Jimmunoassays New laboratury mathods in clinic asich p0229 N76-27824 MUHLBTRIN, L. JR.

Fluid dynamic research at NASA-Ames research testing related to transport wind tunnel design and testing p0119 N76-25257

MUKHERJEE, D. K. Dasign of turbine, using distributed or sverage losses. effect of blowing p0041 N77-12021

MULDER, J. A.

Ratimation of the sircraft state in non-steady flight
p0007 N78-30016

MUNDELL A. R. G. The subsonic base drag of cylindrical twin-jet as single-jet afterbodies p0028 N75-2341 p0028 N75-23498 MUNNIKSMA, B.

Jet interference of a pudded engine installation at crules conditions p0027 N75-23490 MUNSER. H. J

Determination of stability derivatives from flight test results comparison of five analytical techniques p0005 N75-30007

On the calculation of supersonic separating and settaching flows MURPHY, J. D. p0038 N76 17081 MIJĀBUV J. E.

A study on medical officer cases: management and retention in the USA armed forces p0217 N75-29726 MURPHY, R. D.

Design and test of ejector thrust sugmentation configure p0025 N75-13814

MYKYTOW, W. J. Recent enalysis methods for wing-storu flutter p0031 N75-28020

Design considerations for an active suppression system righter wing/store flutter p0070 N75-32097

Technical evaluation report of AGARD Specialists
Meeting on WingWith-Stores Flutter
[AGARD-AR-85] p0035 N76-21163
pecco, and six OBERHOLE, H. Polar tonosphere modeling based on HF backscatter, beacon, and aldoons torrosonde measurements Experience with electroencephalography in applicants for flying training 1971 and 1972 p0229 N76-27830 UBERNOLZ, H. AGARD-AR-86)
Bild overview of some Air Force Flight Dynamics
Laboratory research efforts in seroelasticity and seropOC40 N78-24181 mO167 N78.20128 NICHOLSON, A. N. Medical requirements and examination procedures in Simulation and study of high workload operations [AGAND-CP-146] p0236 N75-12887 relation to the tasks of locky's sincesw. Comparison of examination techniques in neurology, psychiatry and psychology with special emphasis on objective mathods and assessment gritons. [AGARD-CP-148] p0238 R75-12887 Long range air-to-sit refuelling A study of duty and p0238 R75-12800 p0238 R75-12800 p0230 R75-12800 p0230 R75-12860 p0230 R75-12860 p0230 R75-12860 Pressure rise to separation in cylindrically symmetric shock wave, turbulent boundary layer interacts p0037 N76-17064 IAGARD CP. 1831 MO210 N78.24287 MYBING, J. D. OBSERMENTA, P. MAND-N-842j Residual effects of hypnotics DO232 N78-27870 Sonic boom hehavor near a causite nO258 N74-22669 Digital scan convertors in suborne display system Fourth advanced operational eviation [AGAND-642-BUPPL] on medicine course p0236 X77-72034 OSERPARLEITER, W.
Experimental techniques for determining fracture toughnace values

p0184 N74-23438 Problems of entennes operating in the telemetric Shand N region NIGOLI, R. LEA microwave approach and landing system p0064 Ni p0169 N74-31673 Low-speed stability and control characteristics of NAGY, C. J. Simulation in support of flight test p0128 N78-28287 transport sircraft with particular rafe p0002 N78-21229 DO084 N78-23200 OBRIEN, W. F., JR. NAITOH, P.
The operational consequences of sleep deprivation and Computer software testing and curtification An on-rotor investigation of rotatine stall in an axial-fic DO245 N75-14256 DO100 N76-25201 eleep deficit [AGARD-AG-193] NIELSEN, J. N. OCHE, E. R. 60236 N74-31880 Prediction of turbulent separates now to trensonic speeds including unstearly effects p0038 N78-17084 between crew training and exetic Emotional and biochemical effects of of high work-load p0237 N75-12598 for night and foul weether flying p0011 N78-30084 Prediction of pilot performance: OCOMNON, P. J. Biochemical and NIESSEN, P. R. itsen years experience in military avietion paychiatry reunalogy p0212 N78-24308 NIBSESN P. P. I.

A complementary filtering technique for deriving alterative velocity and position information p0003 N78-30004
NIBNHAWA, X.
Theory of double resonance parametric excitation in the ionosphere kload conditions p0238 N75-12698 ODDHINKLL, B. D. NARDONE, V. Physiological coats of extended airborne sommand and control operations p0238 N78-12803 Contribution of flight simulation tests to the study of turbomachina control p0090 N76-23577 Bosendary lask assessment of regnitive werkload in strensitive costolit configurations [AMRL-TR-78-48] NASH, P.
The extinction of aircraft crash fires p0047 N76-1409 f MITTHER, W. Bome trends in hardware concepts for ATC computer pO053 N78-32078 NATCHIPOLEKY, M. ATCRES improvement program (Annu-In-ra-,
Ocet/Relow, J. W.
Analysis of sit-to-sir missis requirements and weepons
systems effectiveness in an ai-combat maneuvering
p012e N76-28308 NIKON, C. W. Asymptotic behavior of temporary threshold shift durin exposure to long duration noises p0228 N76-1779 NIXON, W. M., Terrain avoidance radar using off-boresight techniques [AND:241] p0084 N76-23198 p0228 N78-1778 NATHIR. J. Study of man's physiological response to exposure to infra-nound levels of 130 dB p0218 N78-2/711 Effect of low frequency serial vibrations on noctumal sativity of a rat Application of the gesometer storage concept to a transonic windtunnel meeting the lews specification p0013 N75-30048 NOBLE, R. E. Mi, M. B. Accident statistics relevant to windblast p0217 N75-32713 p0100 N74-31737 HAUMANN. A On the interaction between a shock wave and a vertex id p0259 N74-22665 NOGUES, C. F. In-Right escape system for heavy helicopters n0048 N74-20772 NAVE, N. L The contribution of skin biopsy to the detection of vasculer senescence, relationship with carotigram p0230 N78-27836 A joint plot/landing officer simulation performed to determine already wave-off performance requirements p0125 N76-29298 OGRADY, J. W. ATCHES trilateration, the edvanced airport surface traffic pritiol sensor pDOSS N78-23212 NOPANEN, J. T. Blandard procedures/measures of affectiveness for Air Force operational test and evaluation (constant improve-ment task 2) p0110 N78-23286 MEALE, M. C.
Energy resources and utilization p0201 N78-16983
NEER, M. E.
A numerical spectroscopic technique for analyzing
p0148 N78-30366 CLUENGARM, J. The use of opening radial diffraction gratings in lase oppler valueimetry p0184 N77-11242 MINITED AT THE METERS AT THE METERS AND A STREET METERS AND A STRE SÖH, M. Rader interlemence reduction techniques p0161 N76-16277 combustor flowfields NELANDEN, C. Application of the gasometer storage concept to a transcribe windfunnel meeting the laws specification p0109 N74-31737 GUM, I. D.
Dy lamic measurament of avionic antennes
p0173 N74-31702 MORDO, J. reliminary notes on large scale mass transport p0202 N74-28108 NELBON, C. W. DUVER D. A. NORRIS, W. H. Three-dimensional flow relocation for a transonic poods N77-12019 An interior belietics model for a spinning rocket motor p0144 N77-11183 Standard procedures/incosures of effectiveness for Air Force operational test and evaluation (uonetant improve-riant task 2) pQ110 N78-23265 compressor roter CLBEN, S. W. NEPPERT. H. Spin investigation of the Hense Jet p0108 N76-29261 N88KE, II. ent task (2) Hole of simulation in operational test and evaluation pO113 N78-23303 Accident statistics relevant to windblest p0217 N76-32719 work, s. Modification of the plasma impedance of an enterna due to ion sheath induced nonlinealities. OLBON, J. S. Development and applications of upstial data resources in energy related assessment and planning [PUBL-B01] p0287 N77-18841 OLBOR, S. J. Development and applications of upstial data resources in control yearing to be a property related as resources and a position of the Digital computer aspects of the instrumentation and control of the new MAE 5 metre low speed tunnel DO158 N74-31836 NEUMANN, H. A. 00018 N77-11870 p0060 N78-32048 p0061 N78-32067 p0063 N78-32077 ATC concepts
Data processing for ATC
General aspects of data flow NORTHWOOD, M. A. interactive graphics and artwork preparation in energy related assessment and plan [PUBL-801] ning p0267 N77-16641. p0174 N78-25051 NEUWINTH, R IUWINTER, R. Experimental and computational comparison of different methods for determination of visual range p0204 N76-29829 DOD electromagnetic compatibility program An NOVAK, N. A. Flow field and performance map computation for axial-flow compressors and turbines p0101 N78-28212 NEVE, N. J. P.
CORAL 66 The UK national and military standard p0246 N75-16269 NOVICK, A. S. OMBIL. R. W. GYSUN, M. ...
The uneleady serodynamic lesponse of an error to unless the description of the field to a time-vertant supersonic inlet flow field p0089 N75-25195 Experimental determination of single and multiple pulse propagation p0206 N76-29847 NEWBURRY, C. F. propagation ONKEN, it.

ONKEN, it.

Digital Ry-by-wire control system with selking-nosing golden N74-3-1451.

The use of a flight simulator in the synthesis and evaluation of new command control sonegate. Bibliography of papers and reports related to the gust upset/pilot disorientation problems MOWELL, W. N. international quarantine for control of of mosquito-borns p0223 N78-14765 AGARD-H-616 n0238 N74-18788 diseases on Quam The treatment of interaction of handling qualities, stability, and control on structural loads by current specifications [AGARD-R-821] p0102 N74-20430 oncepts p0124 N76-26291 DETERVELD, W. J.
Linear acceleration perception threshold determination with the use of a parellelewing pO210 N76-23087
The influence of signal on some vestibular tests p0230 N76-27835 C. W. GLINVELD W. J. (AWAREPOWER)
NEWBERY, A. R.
Ranging guidance and designation: pO185 N75-16836 d mechanism of flei nO217 N7B-32717 flanging guidant NEWHOUSE, P. D. NORICK, H. J. The role of EPA in regulating sirciaft/airport noise Application of programmable calculators to EMC analy DOORS N78.30173 OPMEER, C. H. J. M. NEWMAN, B. G. Pulse were relocity over the vascular wall as a means for distinguishing between different psychophysiological reaction patterns to a mental task p0211 N75-24302 MAN, B. G.
The prevention of separation by blowing in two-mensional flow p0034 N76-17044 A self consistent theory of triggered VLF emissions dimensional flow p0187 N74-31829 ORD, G. NEWMAN, H. L. The relative role of engine monitoring programme during development and service phases p0095 N75-31094 NEWMAN, M. M. Comment on results obtained with three ONERA sirplens calibration models in FFA transpole wind tunnels Interactive conflict resolution in air traffic control pOGES N78-23207 ORMEROD, M. Some results from an Investigation of the slot flow in a Atmospheric discharges and noise land communications UK Jaguar external store flutter clearan p0169 N76-16269 p0031 N75-20013 stotted test section wall, prepared comment p0:30 N78-25274 ORMISTON, R. A. Filingeless retorcraft flight dynamics [AGARD-AG-187] High performance bipolar technology for LSI MYE. S 60174 N78-25048 p0023 N78-10003 Use of simulation in the design, development and teeting of power plant control systems pO092 N76-23595 MARIENA.

The prediction of the behaviour of axial compressors near

µ0100 N76-25203 NEWWALLS II ATC concepts with extensive utilization of automatic data scessing p0084 N76-23191 processing NEWTON, R. 6.
An exercise in multi-processor operating-system design p0245 N78-16284 BURGE DEBORN, M. F. 0 Wind tunnel investigation of three powered lift STQL procepts p0023 N75-13789 concepts OBKAM, B. OATES, G. S. Celculation methods for the flutter of strongs and standal stores p0031 N75-28012 Wind tunnel investigation of three powered lift STOL An exploratory of a three dimensional shock wave boundary layer interaction at Mach 3 p0038 N76-17069

concents

n0023 N75,13799

PERULLI, Mr.
Representation of hot jet turbulence by means of its infrared emission. D288 N74-22648. Gurrant research on the simulation of Right effects on the noise radiation of alreret engines p0120 N76-25280. Cherocterisation of noise sources in but jets by the acceptance technique. PAULON, J. Optical measurements in turbomed OSTOLEK, F. R. A passade in unstoody flow OYT, R. H. p0008 N76-25184 inery p0177 N75-30474 yamogeneous terrain post propagation post ition over irregular. p0253 N75-22/070 nes. 15 revealed by p0087 R75-25176 visuslizations and measurements PAVEY, N. A. D. Radiation characteristics of HF n Systematical investigations of the influence of wind tunnel turbulence on the results of model force-measurements h serials installed in p0189 N74-31674 heem technique PERUMAL P. V. K. small airciaft p0119 N76-28258 Profilminary results for single sinfel response to large nonpotential flow disturbances p0100 N76-25156 PRECUISE. P. Effect of low frequency serial vibrations on nocturnal PAYNE, D. N.
Propegation in curved multimode of ndded fibres p0251 N75-22058 Dynamic internal flows in compressors with pressure satisfactions pools N75-25185 maidistributed inlet conditions ations on nociumal p0216 N75-27712 Mediteriorists

(WMN, F. M.

Simultaneous lesur measurements of instantaneous velocity and concentration in turbulent mixing flows p0154 N77-11247 activity of a rat
PRTERGEN, J. C.
Application of a laser-Doppler-vel
supersonic blow-down wind tunnel
PETERSON, G. P. An assessment of aerodynamic forces acting on the semman during escape p0043 N74-20761 ewman during escape
On pushing back the frontiers of field shipry p0218 N73-32724 urewinen during escape ler-velocimeter in a trans and unnel p0117 N76-25246 Transis in the application of advanced powder metallurgy in the serespace industry p0138 N77-18183 PETRROOM, at 8. Design of groots for minimum frenting p0147 N76-2496 PEACOCK, R. E.

Dynamic internal flows in compress
maidistributed inlet conditions
p Prediction of static and fatigue damage and grack propagation in composite materials p0131 N75-23699 sors with pressure p0008 N78-25165 PEAKS, D. J.

The three dimensional separation of a turbulent bounder.

The three dimensional separation of a turbulent bounder. P The thies dimensional separation or united by the use layer by a skewed shock wave and its control by the use of separation air injection p0038 N75-17088 PRTIAU. C. Bludy of certain impact problems on streets structures p0198 N76-19473 PAAUW, T. T. A. Fluid Dynamics Panel Symposium (AGARD-AN-SS) Some measurements and numerical calculations on turbulent diffusion Names p0149 N78-30378 on Flow Separation p0182 N77-11387 Influence of februation parameters on the rupture of gifter reinforced plastics

PASS, A. N.
An amount of the rupture of gifter reinforced plastics PETIT, J. P. Investigation of the landing approaches for a STOL aircraft sing a flight simulator p0124 N76-29290 PEALAY, M.
Laser flamen diagnostics of serodynamic flows and
polso 1977-11234 p0132 N78-23704 17, M.
Differential formulae for diffraction problems in the PEARCE, U. C.
The behaviour of Loren-C ground waves in mountainous p0254 978-22078 approach to design integration p0066 N74-31466 PETRUZELU, J. D. NUZELLI, J. D. Holographic data storage and retileval System p0268 N77-16943 terrain
PEARSON, D. M.
Determination of instrumentation requirements for USAF
po112 N76-23301 ice area prediction in the VHF a of HAR hands PEUKER, Q. PAGE. R. H. M. natographic study of separated flow regions p0037 M76-17066 p00%2 N78-32067 des of radiologation PSYRET, M. PAGLEE, M. R.
Rader detection and tracking in ground clutte Numerical solution of the Navier-Stokes aquetiens for compressible fluids p0177 N75-31381 p0111 N76-23287 Computation of viscous compressible Navier-Stakes equations [AGAND-AG-212] flows based on the PALUMED, II.

Circularly polarized L-band planar array for aeronautical polarization polarization polarization. PEEBLES, R. E. Hot isosiatic pressing of Ti-6Al-4V powder forging deforms p0141 N77-18174 n0178 N78-11380 PANKHURET, N. C.

Large windtunnels: Required characteristics and the performance of verious types of transonic facility. AGANO-R-St2]

Force measurements in short duration hypersonic PAYNOW, M. Evolution of the role played by the stress analysis office in the design of a prototype p0071 N78-17084 PEEL, C. J. An analysis of a test latigue and polisis N74-23442 PEGRAMS, S. V.
Camments on some wind funet and flight experience of the post-buffet behaviour of the Harrier sterait polizi N76-28207 PREFERN.A. 66.
Methods to increase engine stability and tolerance to pose N75-12901 facilities [AGARD-AG-214] p0032 N76-16019 PPRIFRM, H. J. AMANI, L.
Determination of stant visual range from lider signatures.
analysis of simulated signatures p0207 N75-29849 Application of a laser-Doppler-velocimeter in a crans and supersonite blow-down wind tunnel p0117 N76-25248 Review on high speed applications of leser enemometry in France and Germany p0181 N77-11222 PRIKERT. J. An air intaks control system for a supersonic fighter slicusts PAQLUCCI, Q.
Catecholemine exerction from air nadets PELAGATTI. C. ELAGAT7. C.

General criteria for the definition of tais-off and lending
of an aircraft with nonlimited lift p0001 N75-21222

Analysis of the comparison between flight tests results
and wind turnel tests predictions for subponto and supersonic transport aircraft p0123 N78-28303 PPIETEN, A.
Biological studies of openic radiation p0211 N7b-24303 nine exerction p0226 N76-17785 PO239 N77-16730 influence of the noise on vateshola PPOPP, B. J. Laboratory employment in aerospace medicine p0226 N76-27821 Protection from retinal burns and fleshblisidness due to position flesh p0241 N77-12711 onic transport siterati p0123 N78-28303 Critical analysis of comparisons between flight test results nd wind junnel test predictions in subsenic and supersonic stomic flash Control of hemoetatic disorders in Air Force personnel p0228 N78-27833 PHILLIPS, C. S. S. bystems and system design. Boftware design in po243 N78-18240 (NASA-TT-F-17185) Legal aspects of flying accidents investigation disaster p0073 N77-10049 PI. W. B. victims identification PARKER, G. A.
Digital fluidic component and system design
N76-21438 Transonic buffet behavior of Nurthrop F-54 Einstah (NASA-CR-140938) p0070 N78-10094 PRANKO, M.
Modern methods of testing rotating components of tubomeuhlnes (Instrumentation)
p0176 N78-30471 PARKER, J. A.
Fire dynamics of modern sizzaft from a materials point
p0046 N75-14085 Medium accuracy low cost navigation systems for piccopters p0069 N78-32152 PENHEY, S. K. PARKER, J. P., JR.
Specific biomedical issues in the ecopie phase of all PIAZZOLI, G.
New structural testing methods based appropriated excitation p0200 H1 The role of the ininicomputer in the information setrieval p0266 N77-1693 p0200 N76-29657 combat mishapi during Routheast Asia operations p0043 N74-20788 Digitally generated nutside world display of lighting pattern used in conjunction with an aircraft simulator PIRROR D Some auroelectic distintion effects tunnel models PARKINSON, G. V. The aerodynamics of two-dimensional efficial with appliers p0128 N76-29303 PERDINEL Q. p0125 N75-29303

Medical requirements and exemitation procedures in relation to the tests of today's storew. Evaluation of the special senses to flying duties:

[AUARD-CP-182]

Flight litness and pilent context lenses. p0261 N77-12714

Experimental study of vision dimining in an animal po262 N77-12716

Visual presentation of gookpit information including special devices used for particular conditions of flying [AUARD-CP-201] p0024 N78-13809 PIERS, W. J.
The effect of fulls text seniors length on wall interference in 2-D ventilated wind tunnels p0114 N78-25227 A low-correction well configuration for attfoli leating p0115 N78-25234 PARTHABARATHY, B. P.
Experimental evaluation of fluctuating density and radiated noise from a high-temperature jet p0288 N74-22844 PIETERARN, O. S. M. A linear array of blade antennas as an aircraft entenna for satellite communication p0171 N74-31586 PILE. A.
All-weether landing system for Maroury
p0003 N78-21238 PAGENT, E.

Flow field in the wake of a blunt bory by laser Doppler anamometry p0154 N77-11246 PATACO-CROUZET, J. Attalysis of the comparison between flight tests results and wind tunnel tests predictions for subsonic and supersonic transport aircraft p0123 N76-25303 Pails, of E.

Air latific flow control
Intermittent positive control
A ground-based collision
p0085 N78-23208 Incidence of Infectious tropical diseases diagnosed on Bying personnel p0224 N76 14770 Critical analysis of comparisons between fight test results and wind jurnal test predictions in substonic and apparaonic PATHREON, R. W. Development of the United Technologies Research Center acoustic research turnel and associated test techniques p0120 N76-28279 PERIN. M. flancourt siturafi (NASA-TT-F-17188) Transportation of passengers with contagious dispases D/2073 N77-1004B Transportation of passengers with consignous diseases on airliners PERISMO, G. H. Design considerations for an active suppression system for lighter wing/store flutter pi0070 N78-32087 PERKINS, N. J. Annolus well boundary layers in turbomachines [AGARD-AG-188] PINDIOLA, M.
Comments on well interterence-porterol and corrections
p0120 N75-25273 PATON, N. R.
The effects of microstructure on the fatigue and fracture of commercial literium alloys p0136 N76-19273 PINEANNAUD, P. M.
The place and role of medical services in flight safety study of the organization and means used in the French Air Forces Of Commence of Commence of Constant amplitude whole-body othersion in man p0214 N75-27898 PERKS, M. P.
Helicopter engine control The past 20 years and the rest p.0091 N75-23585 PATTERSON, J. M.
Characteristics of new generation military noise canceling p0209 N75-23088 PINKEL, I. I. Alternative fuels for aviation 00201 N28-16980 HON! PERMIER, P. Dynamic effects in the setting of similars crash fires pools N76-14084 Page Progress report on inschenical Reps 20024 N78-13806
PERROCHON, 1
Data processing
PMRRY, I. C.

Manual PMRRY, I. C. An investigation of argraft voice communication systems as sources of insidious long-term acoustic hearants p0226 N75-17798 Future fuels for aviation [AGAPD-AR-93] p0144 N76-19295 PATTON, R. J.
The B-1 bomber Concept to hardware p0087 N74-31472 PINSKER, W. J. G. Helicopter kirdrew fatigue [AGARD-AR-89] Active control as all integral tool in advanced stroight poods N78-30029

design

n0222 N74-26632

PRYOR, M. E., Listening to the user: A case study p0271 N76-25106

PIRANIAN, A. G.	PRZIREMBEL, C. E. G.	MAULT, A.
The effect of the individual and combined stresses of vibiation and sustained G on pilot performance p0213 N75-27690	Cinematographic study of asparated flow regions p0037 N75-17065 PUGN, P. G.	Btudy of a preventive maintenance system as classified by diagnostic and propostic breakdowns. Application to Marborne 2F motors p0085 N78-31092
PIRON, P. A. Problems of a bibliographic network and documentation center in Belgium p0264 N78-23373	The design of high-Reynolds-number, transonic windfun- nels. Some general principles. p0109-N74-31738 Boine observations on options for a large transonic	RAYACCIA, F. A study of behaviour during a trial of vigilance in non-pileting personnel p0239 N76-26786
PIVA, R. Low speed injection effects on the sendynamic perform-	windfunnel p0109 N74-31740 The ECT drive system A demonstration of its practicability and utility p0113 N78-26218	RAWLINGS, R. C. Studies of sutomatic navigation systems to improve
ance at transonic speed p0028 N78-23494 PLASS, G. N. Calculations of polarization and radiance in the st-	On the flow quality necessary for the Large European High-Reynolds-Number Transonic Windtunnel LEHRT	utilization of controlled shapeds p00ft3 N76-23192 RAWLING, J. S. P. 'atho-physiological effects of wind blest from conven-
mnsphere p0203 N76-29822 PLATZER, M. F.	[AGAHD-H-644] p0127 N77-11070 PFNE, E. J. The use of computers in rotary wing testing	tional and nuclear explosions p0217 N76-32720 RAY, E. J.
On the analysis of supersonic flow part oscillating cascades p0100 N76-25197 PLESEY, J.	роо19 N77-11973	The cryogenic transonic wind tunnel for high fleyholds number research [L-10032] p0113 N76-25214
Spin flight test of the Jaguer, Mirage F1 and Alpha-jat alicraft p0108 N76-29264	Q	RAYNAL, J. C. Investigation of the landing approaches for a \$TOL sirereft using a flight simulator p0124 N76-29290
PLUTKIN, M. H. Optical communication in free space p0168 N75-10831	QUEMARD, C. Concept and design of an injector driven pressurated transonic wind tunnel p0113 N76-28217	using a flight simulator p0124 N76-29290 RAYNE, J. M. Windblest: Protection for tive head by means of a febric
PLOTTIN, Q. Q. The CORAIL surveillance system for airport lunways 50056 N76-23213	GUERMANN, J. K. Bubsonic base and boattail drag, an analytical ap-	hood p0218 N78-32722 RAYNE®, E. P.
PUCKNIA, A. Fog dispersal at airports, the state of the art and future	QUIDET, A. Generation and effects of conduction and radiation noise	READER, D. C. Ejection superience from VTOL military aircraft
trandi p0056 N78-23216 POINTER, J. L. Application of Right stress simulation techniques for the	voltague between the components of a single system policia N76-16288 QUIGLEY, H. C.	p0044 N74-20764 Human factors sapects of in-flight escape from helicop- ters p0044 N74-20768
medical evaluation of strarew paragraphs p0229 N76-27826	Agrodynamics of jet flan and rotating cylinder flan STUL concepts p0024 N78-13806	Warning systems in aircraft considerations for military operations p0231 N76-27884 Current and future escape systems p0231 N76-27889
POISSON-QUINTON, P. Critical analyses and isburatory research work at the steps of siturals preliminary design p0066 N74-31463	Requirement for simulation in V/STOL recession since programs p0026 N76-13820 QUINN, B.	Helicopter escape and survivability p0231 N76-27860 RBBBL, J. M.
POLAK, A. Finite difference solutions for supersonic separated	Compact threst augmentors for V/STOL alread p0087 N74-20419	Application of hight simulation to develop, test, and evaluate the F-14A automatic camer landing system p0124 N76-29292
Hows p0033 N76-17037 PDLDERVAART, L. J.	R	REBHAN, W. Entiployment of nearfield Cassegrate americas with high
Aerosonio games with the aid of control elements and externally generated pulses p0258 N74-22662	RADGE, P.	efficiency and low sidelohes, taking the Intelsat-ground stations and the German Helice-telecommend station as
POLLOCK, E. J. Minimal error trajectories on line p0112 N76-23297	Mechanical parameters (fetigue and loughness) of certain very high strangth steel siloys p0137 N76-19274	examples p0172 N74-31686
PONDS, C. D. Missile Intersystem EMC testing p0162 N78-16281	NACHELE, H. Wind characteristics in the planetery boundary layer	Modification of the plasma impedance of an arrenna due to len aheath induced nonlinearities
POOL, A. AGAND flight test instrumentation series. Volume 5. Magnetic recording of flight test data	### ##################################	PECK, W. H. Advanced air traffic managament system study
[AUARDOGRAPH-180-VOL-b] p0077 N74-18833 AGARD flight test instrumentation services. Volume 1:	RADE, M. Requirements for operation of light helicopiers at hight	NUED, R. LAMPS A case history of problems/riseign objectives
Basic principles of flight test instrumentation engineering [AGARDOGRAPH-160-VOL-1] p0077 N74-26933 AGARD flight test instrumentation selles. Volume 6	and in poor visibility p0012 N78-30088 RADEMAKERS, W. J. A. C. Linear societation perception threshold determination	for an airborne data handling subsystem p0248 N75-16282
Open and closed loop succlerometers [AGARD-AG-180-VOI-8] pO078 N74-33948	with the use of a parallelswing p0210 N78-23087 RADIC, G. C. Developmental micron laboratory test results	NEED, W. H., 11) Comparisons of hight measurements with predictions from sercelastic models in the NASA Lengley Transonic
PORKOLAB, M. Laboratory experiments on parametric instabilities and plasma heating in a magnetic field p0156 N74-31819	p0014 N78-30076	Dynamics Tunnel p012/0 N76-25276 RESVES, A. S. Bibliography on Modern Fradiction Methods for Turbom-
PORTER, T. R. Structural integrity requirements for projectile impact	Determination of stant visual range from lider signatures, analysis of simulated signatures p0/207 N76-29849 RAIDY, H.	schine Performance µ0101 N76-26215 RBICH, D.
damage: att overview p0197 N76-19472 POTTER, D. K. Inflight flutter identification of the MRCA	Propagation of focused laser beams in the turbulent atmosphere p0205 N76-29835	Compatibility of take-off and landing with mission and manpeuvre performance requirements for fighter simreft p0001 N78-21221
POUIT, C. Microwave entennes for hypersonic missiles	RAINBIND, W. J. The three dimensional separation of a turbulent boundary layer by a skewed shock wave and its control by the use	REIGHENBACH-KLIMMS, K. Epidemiological studies of subclinical diabetes malifitus p0228 N76-27825
POWELL, 8, 9.	of tangential sir injection p0038 N76-17068 Fiuld Dynamics Panel Symposium on Flow Separation [AQARD-AR-88] p0182 N77-11357	REICHERY, G. The impact of helicopter inlesion species on falgue
Control of grain structure during superality powder processing p0140 N77-18189 FOWELL, A. D.	NAMACCI, C. A. Flight fitness and payono-physiological behavior of	p0072 N75-30205 REID, D. C. An optimally integrated projected map navigation
The use of digital control for complex power plant management p0092 N75-23896	applicant pilots in the first flight missions p0211 N78-24304	system: p0062 N78-32178
POWITZ, G. Toxicological espects in the investigation of flight accidents p0234 N77-17722	Psycho-physical performance of Air Force technicians after long duration noise exposure p0226 N76-17793 Behavior of some respiratory perameters in candidate	Aeromedical research and evaluation support of existing and proposed escape and retrieval systems at the Naval Aeroepace Recovery Facility p0043 N74-20782
PRATY, T. Cross-polarised radiation from satellite reflector anten- ries p0171 N74-31683	pilots. A comparative study between two different groups examined at ten years interval p0229 N76-27831	MRID, J. The subsonic been drag of cylindrical twin-jet and single-jet afterbodies p0028 N75-23488
PREMSELAAR, 8. J. The data design and system integration aspects of	Unitration of human centriluge for Italining military sligits in the execution of protective straining maneuvers p0221 N77-11681	REIPENIDEN, K. L. Faligue in composite materials
electronic althorne controls and displays pOOB1 N76-17131 PRESLEY, L. L.	MAMAGE, J. K. Survivable fluht control system: Active control develop-	[AGARD-M-638] p0134 N75-23367 REINBARTH, Q. M. Iondepheric rader range error correction by the insulterent
On the calculation of supersonic separating and resitech- ing flows p0035 N76-17081	ment, Right test, and application p0009 N75-30039 RANCE, S. H. Alforew easessment of the vibration environment in	Acetter-Ferady rotation technique p0186 N76-20309 REINTJES, J. F.
PRICENT, G. Strong invent propellants of little specific attenuation for radioidectric waves p0144 N77-11181	helicopters p0213 N75-27686 The transmission of angular sonateration to the head in	The virtual-system concept of networking bibliographic information systems p0267 N77-1 6938 REIBING, J. M.
PRIOU, A. C. Til sub 11 circular waveguide ferrite phasers optimiza-	the seated human subject p0213 N75-27689 RANBORG, B. G. P. A literature survey on jets in crossflow	Total cockpit impliastions of electro-optical displays p0212 N78-26764 REITER, R.
Proceedings. A survey of the problem	PAO, B. M.	Memote serged sensing with an absolute calibrated double frequency lider p0203 N76-29619
PROVENIUMER, J. Conformal errays for stretch p0169 N74-31668	Unstandy sirioads on a cascade of staggered blades in subsonie flow p0100 N76-28200	RENEMANN, H. H. Transportation by air of a Lease fever petient in 1974 10223 N78-14783
PRUDHOMME, R. Guest-equilibrium method for study of relexed flow	NASCHIKE, E. Theoretical studies of the transfer of solar radiation in the atmosphere po204 N76-28627	RENERFU, D. Case history of some high reliability designs for aviono
PRUE, D. A. Engine control for harpoon missile system	PATGLIFFE. 6. Principles of air traffic control p0050 N75-32048	ayatama p0181 N78-24812 RENIRIE, L. Analysis of measured sarodynamic leads pri an escillating
p0090 N75-23580 PRUNET-FOCH, S. Separation bubble produced by a shallow depression in	Principles of automation in air traffic control p0051 N75-32056 RATNER, R. S.	wing-store combination in subscript flow pool 1 N75-25016 NSPLOSE, C. R.
a wall under leminar aupersonic flow conditions p0033 N76-17038	Local and regional flow matering and control p0081 N78-32062	Mimulation of high workings operations in sir to air combat p0237 N76-12883
PRYOR, H. E. Listening to the user: A case study p0271 N76-25109	Automation of local flow centrol and matering operations in the amoute/transition environmentp0088 N78-23204	Evaluation of roll axis tracking as an indicator of vestibul- er/somato sensory function p0209 N75-23086

REUTER, U.	RORTTORR, J.	RUBBERT, F. S.
Theoretical atudes of the transfer of sciar radiation in the atmosphere pO204 N76-29827	Influence of spread-F on HF radio systems pO167 N76-20326	The analysis of flow fields with separation by numerical matching p0034 N78-17045
MIBNER, H. 8. A deterministic model of some beam propagation through	Fluidia notch filtera p0181 N76-21441	An experimental and numerical investigation of shock
a turbulent atmosphere pO268 N74-22658	ROGERS, D. S.	wave induced turbulent boundary layer separation at hypersonic speeds p0038 N76-17063
Atmospheric propagation and sonic boom	Simulation of high workload operations in air to air combat pO237 N75-12593	RUCKER, R. A.
p0093 N78-30168	ROGGE, J.	Advanced ATC automation The role of the human in a fully automated system p0085 N76-23202
Design optimization of the VAK 1918 and its evaluation	Decrease of contrast in the atmosphere. Statistical presentation of the results of daytime and night-time	RUDIN, J.
based on results from the hardware realisation and test data p0068 N74-31479	measurements p0207 N76-29656	Aeronautical satellite system (AEROSAT) p0058 N76-23227
RICE, D. W. High resolution measurements of time delay and angle	ROGISTER, A. Nonlinear theory of instabilities in the equalities elect-	REJOGE, A. W. Cross-polarised radiation from satellite reflector anten-
of strivel over a 911 km HF path pO168 N76-2033 I	rojet p0157 N74-31827 ROHUNG, W. J.	nes pO171 N74-31663
Incipient separation of a compressible turbulent boundary	The influence of nacelle afterbody shape on sirplane	NUDINGER, G. Flow of solid particles in gases
layer p0038 N76-17080 MICHEY, Q. K.	drag p0029 N75-23505 NOHNE, P. B.	[AUARD-AD-222] pO182 N77-12352 Fundamentals and applications of gas-particla flow
Airtrame/propulsion system flow field interference and	The character of flow unsteadiness and its influence on	pO163 N77-12367
the effect on air intake and exhaust nozzie parformance p0030 N75-23509	steady state transonic wind tunnel measurements pO112 N76-25256	NUGER, J. F. Using lider for measuring visibility p0208 N76-29858
Data variance due to different testing techniques pO180 N76-18370	NOHY, D. A.	NUGGLER, R. The Relevance of existing automatic flight control systems
MIEDEL, H.	Temperature measurement for advanced gas turbine controls p0092 N75-23897	to the future development of active control
Contribution of the Institut fuer Angewandte Geadynamik of the OFVLR, Porz-Wahn pO176 N76-18361	ROLFE, J. M. Evaluating measures of workload using a flight simula-	PULIS, N. J.
Influence of jet parameters: Boattail pressure distribution and pressure drag pO180 N76-15369	tor p0207 N78-12891	influence of noise requirements on STOL propulsion system designs p0067 R74-20422
MIETHMULLER, M.	Advances in military cockpit displays p0231 N76-27855	HUMI, G. C.
Flow of solid particles in geses Activities at the Von Kerman Institute for Fluid Dynamics p0183 N77-12386	ROLLS, L. C.	Double cross modulation in the O-region pU168 N74-31841
RISTHMULLIN, M. L. Analysis of the cuput data of a leser Doppler velocime-	integrated propulsion/energy transfer control systems for hith-fan V/STGL aircraft p0987 N74-20416	MUNCKEL, J. F. Contribution of the National Aeronautics and Space
ter p0182 N77-11229	ROM, J. Induction wind tunnel performance. Test rection flow	Administration Langley Hessarch Center
RIFENBARK, H. E. The F-15 design considerations p0067 N74-31470	quality and noise messurements p0113 N76-25218 RONNEBARGER, D.	pO179 N76-16366 MUPPERT, K.
MIFFEL, M. S. The unsteady serodynamic response of an strioil cascade	Experiments concerning the flow dependent accustic	Fog dispersal at airports, the state of the art and future trends p0055 N76-23216
to a time-variant supersonic inlet flow field	properties of perforated plates p0288 N74-22687 ROOKE, D. P.	RUBSO, M.
MING, W. S.	Biress Intensity factor solutions p0195 N74-23445	A straight forward computer routine for system cable EMI analysis pO164 N76-16296
UBAF non-combat ejection experience 1968-1973	Calculation of serodynamic loads on capillating wing/	NUSTIN, C. C. Filoting aspects of V/STOL approach guidance
incidence, distribution, significance and mechanism of field injury pO217 N78-32717	store combinations in subsonic flow p0031 N75-28018 MOQUEFEUILL, C.	p0013 N78-30089
RINGENBACH, G. ASTROLABE, an integrated navigation and landing aid	On-board recording p0078 N74-25942	RUTZEN, E. Economic sepects of prototyping p0066 N74-31461
system: On board and ground display of Informations	NOSE, W. C. On the calculation of supersonic separating and reattach-	NYCROPT, M. J. A self consistent theory of triggered VLF emissions
MINO, G. L. p0082 N76-17136	Ing flows µ0038 N76-17081	p0187 N74-31829
tonospheric and tropospheric scintiliation as a form of noise pO160 N76-16262	Simulation and simulator development of a separate	RYNABRI, E. G. Identification of nunlinear serodynamic stability and
RIPOLL, J. C.	surface attitude command control system for light eligible police N78-29298	control parameters at high angle of sitack
Contribution of flight simulation tests to the study of turbamechine control 0090 N76-23577	POSS, A. J. Determination of serodynamic derivatives from transferd	Man III - Tana
RITTENBACH, O. Radar Interference reduction techniques	responses in manuscring flight p0006 N75-30011	S
pO181 N76-16277	NOSS, N. The character of flow unsteadings and its influence on	_
pO161 N76-16277 MOSS, J. D. Atmospheric discharges and noise (and communications		SAGNER, M. Presentation of serodynamic and sociustic results of
MOSE, J. D. Atmospheric discharges and noise (and communications systems interference reduction) p3159 N76-16258	The character of flow unsteadmess and its influence on steady state transonic wind tunnel measurements pU118 N76-25266 NOSSMABBLER, S. A.	SAUNER, M. Presentation of serodynanic and socustic results of qualification tests on the ALADIN 2 concept
POSS, J. D. Atmospheric discharges and noise (and communications systems interference reduction) p.0189 N76-18258 ROSENT, D. Correlations between far field accounts pressure and flow	The character of flow unsteadmass and its influence on steady state transonic wind tunnel measurements pulls N75-28266 ROSSMABELTR, S. A. The National Standard Halarence Data System p0267 N77-16939	SAUNER, M. Presentation of serodynanic and soculatic results of qualification tests on the ALADIN 2 concept p0024 N78-13803
POSE, J. D. Atmospherio discharges and noise (and communications systems interference reduction) pollsy N76-16255 POSEST, D. Correlations between far field acoustic pressure and flow characteristics for a single sirfoil POSEST, O. J. U.	The character of flow unateachinass and its influence on ateady state transcrite which times imagazirements pU18 N76-28266 ROSSMARELTR, S. A. The National Standard Reference Data System pU267 N77-16939 ROTA, P. Visual acuity of astigmatic subjects and fitness to all	BAGNER, M. Presentation of serodynamic and socustic results of qualification tests on the ALADIN 2 concept pC024 N78-13803 BAHM, P. Meeting summary and outlook pC131 N78-11047 BAHM, P. R.
POSE, J. D. Atmospherio discharges and noise (and communications systems interference reduction) possess possess possess, possess	The character of flow unsteadless and its influence on steady state transonic wind tinnel measurements pU118 N76-28266 **ROSSMABBLER, S. A.** The National Standard Halerence Data System pU287 N77-16939 **ROTA, P.** Visual scully of salignatic subjects and fitness to air force service p0210 N75-23098	### ### ##############################
POSE, J. D. Atmospheric discharges and noise (and communications systems interference reduction) POSENT, D. Correlations between far field accustio pressure and flow characteristics for a single airfoil POSENTS, C. J. U. Development experiences of real time computer based systems in strike aircraft POSENTS, L.	The character of flow unateachiese and its influence on steady state transonic wind times imagaziements pU118 N76-28266 **ROSSMABBLUR, S. A.** The National Standard Halerence Data System p0267 N77-16939 **ROTA, P.** Vasal scully of saligmatic subjects and fitness to air force service p0210 N75-23098 Flight fitness and psycho-physiological behavior of applical plots in the first flight measons.	BAUNER, M. Presentation of serodynanic and socustic results of qualification tests on the ALADIN 2 concept p0024 N78-13803 BAHM, P. Meeting summary and outlook p0131 N78-11047 BAHM, P. R. Specialists meeting on directionally solidified in-situ composites [AGARO-CP-188] p0130 N78-11034
PO181 N76-18277 MOSS, J. D. Atmospherio discharges and noise (and communications systems interference reduction) POSENT, D. Correlations between far field acoustic greature and flow characteristics for a single airfoil POSENTS, C. J. U. Development experiences of real time computer based systems in strike aircraft pO248 N75-18291 MOSENTS, L. Persistence and decay of wake vorticity PO121 N78-25283	The character of flow unsteadmass and its influence on atsady state transcelle wind tinnel measurements pU18 N75-25266 ROSSMASSLUR, S. A. The National Standard Reference Data System p0767 N77-16939 NOTA, P. Visual sculty of astigmatic subjects and fitness to air force service Fight fitness and psycho-physiological behavior of applicant pilots in the first flight missions Psycho-physical performance of Air Force techniques	BAGNER, M. Presentation of serodynanic and socustic results of qualification tests on the ALADIN 2 concept. pC024 N78-13803 BAHM, P. Meeting summary and outlook pD131 N78-11047 BAHM, P. R. Specialists meeting on directionally solidified in-situ composites [AGARD-CP-158] pD130 N78-11034 BAINPORT, Q. Production of powders from titentum alloys by vacuum
PO181 N76-16277 MOSS, J. D. Atmospherio discharges and noise (and communications systems interference reduction) p0189 N76-18285 MOSERT, D. Correlations between far field accounts pressure and flow cheracteristics for a single airfoil p0280 N74-22647 ROBERTS, C. J. U. Development experiences of sail time computer based systems in strike siterath p0248 N75-16291 MOSERTS, L. Persistence and decay of wake vorticity p0121 N78-28283 MOSINSON, C. E. Exhibest plume temperature effects on nozale afterbody	The character of flow unsteadless and its influence on steady state transonic wind tinnel measurements pU118 N76-28266 **ROSEMASSLER, S. A. The National Standard Reference Data System p0287 N77-16939 **ROTA, P. Visual scully of astigmatic subjects and fitness to air force service p0210 N78-23098 Flight fitness and psycho-physiological behavior of applicant pilots in the first flight missions **p0211 N78-24304	BAGNER, M. Presentation of serodynamic and socustic results of qualification tests on the ALADIN 2 concept pO024 N75-13803 BAHM, P. Meeting summary and outlook pO131 N75-11047 BAHM, P. R. Specialists meeting on directionally solidified in-situ composites [AGARD-CP-186] pO130 N75-11034 BAHMORT, G.
POSS, J. D. Atmospheric discharges and noise (and communications aystems interference reduction) POSSMY, D. Correlations between far field accounts pressure and flow cheracteristics for a single airfoil POSSMY, J. U. Development experiences of real time computer based systems in strike aircraft pO248 N75-16291 MOSSMYS, L. Fernationa and decay of wake vorticity PO121 N78-28283 ROSINSON, C. E. Exhaust plume temperature effects on nozale afterbody performance over the transpoint Mech number range.	The character of flow unsteadless and its influence on steady state transonic wind times imagazements pU118 N76-28266 MOSSMABSLER, S. A. The National Standard Reference Data System p0287 N77-16939 MOTA, P. Visual sculty of astigmatic subjects and fitness to all force service p0210 N78-23098 Flight fitness and psycho-physiological behavior of epiticant pilots in the first flight missions p0211 N78-24304 Psycho-physical performance of Air Force technicians after long duration noise exposure p028 N78-17793 ROTH, S. Practicel finite element method of failure prediction for	BAGNER, M. Presentation of serodynanic and sociustic results of qualification tests on the ALADIN 2 concept. BAHM, P. Meeting summary and outlook p0131 N75-11047 BAHM, P. R. Specialists meeting on directionally solidified in-situ composites (AGARC-CP-186) p0130 N75-11034 BAINFORT, G. Profuction of powders from titentum alloys by vacuum fusion centrifugation p0138 N77-18184 BALDIVER, J. T. Studies on sites in aviation personnel, analysis and
POSE, J. D. Atmospherio discharges and noise (and communications systems interference reduction) POSENT, D. Correlations between far field accustic pressure and flow cheracteristics for a single airfoil POSENTS, C. J. U. Development experiences of real time computer based systems in strike aircraft POSENTS. POSENTS C. POSENTS C. POSENTS C. POSENTS C. ROSINSON, C. E. kaleust plume temperature effects on nozale afterbody performance over the transpont Mach number range po/029 N78-23804 Description of the AGARO nozale afterbody experiments	The character of flow unateachiess and its influence on steady state transonic wind tinnel measurements pU118 N76-28266 MOSSMARSELTR, S. A. The National Standard Reference Data System pU287 N77-16939 MOTA, P. Visual sculty of astigmatic subjects and fitness to all force service pC210 N75-23098 Flight fitness and payoho-physiological behavior of applicant pilots in the first flight measons pC211 N78-24304 Payoho-physical performance of Air Force techniques after long duration notes apposure pC221 N78-17793 ROTH, S. Practicel finite element method of failure prediction for composite material structures p0132 N76-23703	BAGNER, M. Presentation of serodynantic and sociustic results of qualification tests on the ALADIN 2 concept. BAHM, P. Meeting summary and outlook BAHM, P. R. Becolaists meeting on directionally solidified in-situ cumposites (AGARD-CP-156) p0130 N75-11034 BAINPORT, G. Production of powders from titentum alloys by vacuum fusion centrifugation p0138 N77-15154 BALDIVER, J. T. Uturies on stress in aviation personnel, enalysis and presentation of data derived from a battery of measure-treatic
POSS, J. D. Atmospheric discharges and noise (and communications systems interference reduction) p0189 N75-18288 ROBERT, D. Correlations between isr field accustic pressure and flow cheracteristics for a single sirfol p0288 N75-18288 ROBERTS, C. J. U. Development experiences of sall time computer based systems in strike sincisth p0248 N75-18291 ROBERTS, L. Persistence and discay of wake vorticity p0121 N78-28283 ROBERTS, C. E. kitaust plume temperature effects on noisie afterbody performence over the transonio Mesh number range p0029 N75-23804	The character of flow unsteadwars and its influence on steady state transonic wind tinnel measurements pU118 N76-28266 **MOSSMASSLER, S. A.** The National Standard Reference Data System p0287 N77-16939 **MOTA, P.** Visual scully of satigmatic subjects and fitness to all force service p0210 N78-23096 Flight fitness and psycho-physiological behavior of applicant pillots in the first flight missions p0211 N78-24304 Psycho-physical performance of Air Force technicians after tong duration noises exposure p0228 N76-17793 **ROTM, S.** Practical finite element method of failure pradiction for composite material structures p0132 N78-23703 **ROTMENTISSEER, R.** Time dependence of the flight induced increase of fires.	BAGNER, M. Presentation of serodynanic and sociustic results of qualification tests on the ALADIN 2 concept. DOC/24 N78-13803 BAHM, P. Meeting aummary and outlook By old life the service of the se
POSE, J. D. Atmospheric discharges and noise (and communications aystems interference reduction) POSENT, D. Correlations between far field accounts pressure and flow cheracteristics for a single airfoil POSENTS, C. J. U. Development experiences of real time computer based systems in strike aircraft POSENTS, L. Fernations and decay of wake vorticity POSENTS, L. Exhaust plume temperature effects on norsite afterbody performance over the transonin Mech number range process on the post of the AGARO norsite afterbody experiments ounduoted by the Amold Engineering Development Canter (1908) ROSINSON, D. J. R.	The character of flow unsteadwars and its influence on steady state transonic wind times imagazements pU118 N76-28266 MOSSMASSLER, S. A. The National Standard Reference Data System pD287 N77-16939 MOTA, P. Visual scully of satigmatic subjects and fitness to all force service pC210 N78-23096 Flight fitness and psycho-physiological behavior of applicant pilots in the first flight missions pO211 N78-24304 Psycho-physical performance of Air Force technicians after long duration noise exposure pC28 N78-17939 ROTH, S. Practicel finite element method of failure prediction for composite material structures pO132 N78-23703 MOTHENFISSER, R. Time dependence of the flight induced increase of free unitary corticel secretion in jet pilots pO237 N78-12897 MOTHENFISSER, R.	BAGNER, M. Presentation of serodynamic and soculatic results of qualification tests on the ALADIN 2 concept pO074 N75-13803 BAHM, P. Meeting summary and outlook p0131 N75-11047 BAHM, P. R. Specialists meeting on directionally solidified in-situ composites (AGARD-CP-188) p0130 N75-11034 BAINPORT, G. Production of powders from titenum alloys by vacuum fusion centrifugation p0138 N77-18184 BAIDIVER, J. T. Utudies on stress in aviation personnel, analysis and presentation of data derived from a battery of measurements BALISBURY, M. W. Comments on wind tunnel/flight comperisons at high angless of attack based on BAC one-seven and VC10
POSE, J. D. Atmospheric discharges and noise (and communications systems interference reduction) POSENT, D. Correlations between far field acoustic pressure and flow cheracteristics for a single airfoil POSENTS, C. J. U. Development experiences of real time computer based eystems in strike aircraft POSENTS, C. J. U. Posentopment experiences of real time computer based eystems in strike aircraft POSENTS, C. J. U. Posentopment experiences of real time computer based eystems in strike aircraft POSENTS, C. J. U. Posentopment on decay of wake vorticity PO121 N78-28283 ROSINSON, C. E. kaleust plume temperature effects on nozzle atterbody experiments over the transonic Mech number range po029 N78-23804 Description of the AGARD nozzle atterbody experiments conducted by the Arnold Engineering Development Center ROSINSON, D. J. R. Systems problems associated with the use of safety fuels	The character of flow unsteadless and its influence on steady state transonic wind times impact measurements pU118 N76-28266 MOSSMASSLER, S. A. The National Standard Reference Data System pD287 N77-16939 MOTA, P. Visual southy of satigmatic subjects and fitness to air pC210 N78-23096 Flight fitness and psycho-physiological behavior of applicant pilots in the first flight misions pD211 N78-24304 Psycho-physical performance of Air Funa technicians after long duration noise exposure pD28 N78-17938 MOTHENELSER, R. Time dependence of the flight induced increase of free unrany corticol secretion in jet pilots pD237 N78-12897 MOTHENELSER, S. Scattering out of the exporation duct pD281 N78-22057	BAGNER, M. Presentation of serodynantic and soculatic results of qualification tests on the ALADIN 2 concept p0074 N78-13803 BAHM, P. Meeting summary and outlook p0131 N75-11047 BAHM, P. R. Specialists meeting on directionally solidified in-situ composites (AGARD-CP-188) p0130 N78-11034 BAINPORT, G. Production of powders from titenum alloys by vacuum fusion centrifugation p0138 N77-18154 BAIDIVER, J. T. Utudias on stress in aviation personnel, analysis and presentation of data derived from a battery of measurements BALISBURY, M. W. Comments on wind tunnel/flight competitions at high angless of attack based on BAC one-eleven and VCTO expellence BALKIND, M. J.
POIST N75-16277 Atmospheric discharges and noise (and communications systems interference reduction) p0189 N75-18288 ROBERT, D. Correlations between 1st field accustic pressure and flow cheracteristics for a single sirfoil p0288 N75-18288 ROBERTS, C. J. U. Development experiences of real time computer based systems in strike sincisti p0248 N75-18291 ROBERTS, L. Persistence and decay of wake vorticity p0121 N75-28283 ROBINSON, C. E. killaust plume temperature effects on hozzle afterbody performence over the transonic Mesh number range p0029 N75-23804 Description of the AGARD nozale atterbody experiments conducted by the Arnold Engineering Development Center p0179 N75-18384 ROBINSON, D. J. R. Systems problems associated with the use of safety	The character of flow unsteadless and its influence on ateady state transonte wind tinnel measurements put 18 N75-28256 **ROSSMASSLER, S. A.** The National Standard Reference Data System p0267 N77-16939 **ROTA, P.** Visual sculty of astigmatic subjects and fitness to air force service p0210 N75-23095 Flight fitness and payono-physiological behavior of applicant pilots in the first flight measures p0211 N75-24304 Payoho-physical performance of Air Force techniques after tong duration noise apposure p0228 N76-17793 **ROTH, S.** Fractical finite element method of failure prediction for composite material structures p0132 N75-23703 **ROTHENFLISEER, R.** Time dependence of the flight induced increase of fine unnary control secretion in jot pilots p0237 N75-12897 **ROTHENFLISEER, R.** Time dependence of the flight induced increase of fine unnary control secretion in jot pilots p0237 N75-12897	BAGNER, M. Presentation of serodynanic and socustic results of qualification tests on the ALADIN 2 concept. BAHM, P. Meeting summary and outlook BAHM, P. R. Specialists meeting on directionally solidified in-situ composites [AGARD-CP-188] BAHMPORT, G. Production of powders from titentum alloys by vacuum fusion centifugation DO138 N77-18184 BALDIVER, J. T. Studies on stress in aviation personnel analyse and presentation of data derived from a battery of measurements BALISBURY, M. W. Comments on wind tunnel/flight compensions at high angles of attack based on BAC ons-eleven and VCTO appellence.
ROBB, J. D. Atmospherio discharges and noise (and communications systems interference reduction) POSENT, D. Correlations between far field accounts pressure and flow cheracteristics for a single airfoil POSENTS, C. J. U. Development experiences of real time computer based systems in strike aircraft pC248 N75-16291 MOSENTS, L. Ferniteince and decay of wake vorticity pO121 N78-28283 MOSENTS, L. Exhaust plume temperature effects on nozale attribody performance over the transonic Mech number range po029 N78-23804 Description of the AGARO nozale atterbody experiments conducted by the Arnold Engineering Development Cancolluder (Control of the AGARO nozale atterbody experiments associated with the use of safety fusis MOSENSON, D. J. R. Systems problems associated with the use of safety fusis MOSENSON, R. MOSENSON, P.	The character of flow unsteadmens and its influence on steady state transonic wind tinnel measurements pU118 N75-25256 **MOSSMASSLUR, S. A.** The National Standard Reference Data System p0287 N77-16939 **MOTA, P.** Visual southy of satigmatic subjects and fitness to air p0210 N75-23056 Flight fitness and payono-physiological behavior of applicant pillots in the first flight missions p0211 N75-24304 Psycho-physical performance of Air Force technicians p0218 N75-17939 **ROTM, S.** Practical finite element method of failure practicions for composite material structures p0132 N75-23703 **ROTMENFUSEER, R.** Time dependence of the flight induced increase of fire unitary cortisol secretion in jet pilots p0237 N75-12897 **ROTMENFUSEER, R.** **Scattering out of the evaporation duct p0132 N75-22057 **ROTONDO, G.** Survey on biodynamic response to windblast in ejections of Pathogenetic mischenics.**	Presentation of serodynamic and soculatic results of qualification tests on the ALADIN 2 concept pOC74 N78-13803 SAMM, P. Meeting summary and outlook pO131 N78-11047 SAMM, P. R. Specialists meeting on directionally solidified in-situ composites (AGARD-CP-188) pO130 N78-11034 SAINPORT, G. Production of powders from titenium alloys by vacuum fusion centrifugation pO138 N77-18184 SALIBOUVER, J. T. Utudies on stress in sviation personnel, analyse and presentation of data derived from a battery of measurements pO239 N78-27828 SALISBURY, M. W. Comments on wind tunnel/flight comperisons at high angless of attack based on SAC one-eleven and VC10 experience SALISBURY, M. J. Fretting fatigue in titenium halicopter components pO146 N78-22491 SALVAGNIAC, J.
POIST N76-16277 Atmospheric discharges and noise (and communications systems interference reduction) POIST N76-16288 ROBERT, D. Correlations between far field accustio pressure and flow cheracteristics for a single circli ROBERTS, C. J. U. Development experiences of real time computer based systems in strike aircraft ROBERTS, C. Persistence and decay of wake vorticity POIST N76-16291 ROBENSON, C. E. Exhaust plume temperature effects on nozzle afterbody performence over the transonic Mach number range poists onducted by the Arnold Engineering Development Center ROBENSON, D. J. R. Bystems problems associated with the use of safety fusits ROBINSON, K. Afterburing regulation concepts POO91 N75-23887	The character of flow unsteadless and its influence on steady state transonic wind times imagazements pU118 N76-28266 MOSSMASSLER, S. A. The National Standard Reference Data System pD287 N77-16939 MOTA, P. Visual scully of satigmatic subjects and fitness to all force service pD210 N78-23096 Flight fitness and psycho-physiological behavior of applicant pilots in the first flight missions pD211 N78-24304 Psycho-physical performance of Air Force technicians after long duration noise exposure pD28 N78-17793 MOTHEN FIRSTER, R. This dependence of the flight induced increase of tracumary corticol secretion in jet pilots pD237 N78-12897 MOTHEN FIRSTER, R. Scattering out of the evaporation duct pD281 N78-22057 HOTONDO, G. Survey on biodynamic response to windblast in ejections Pathogenetic mechanism. Analysis and prevention of injures.	Presentation of serodynamic and socustic results of qualification tests on the ALADIN 2 concept p.0024 N78-13803 SAIM, P. P. P. P. P. P. P. P. P. P. P. P. P.
POSS, J. D. Atmospheric discharges and noise (and communications systems interference reduction) Atmospheric discharges and noise (and communications systems interference reduction) DOSS (1975) Correlations between far field accounts pressure and flow characteristics for a single airfoil p028b N74-22847 ROBERTS, L. J. U. Development experiences of real time computer based systems in strike aircraft p024b N75-16291 ROBERTS, L. Fernistence and decay of wake vorticity p012b N75-28283 ROBINSON, C. E. kaleaust plume temperature effects on noise afterbody performance over the transport Mech number range p0029 N75-28504 Description of the AGARO noise interbody experiment conducted by the Amold Engineering Development Center (P084mSON, D. J. R. Bystems problems associated with the use of safety fusis p004b N75-14083 ROBINSON, K. Afterburning regulation concepts p0091 N75-23587 ROBINSON, P. Helicopter automatic flight control systems for poor visibility opinistions	The character of flow unateachiess and its influence on steady state transonic wind tinnel measurements pU118 N75-28266 MOSSMABBLER, S. A. The National Standard Reference Data System pU287 N77-16939 MOTA, P. Visual sculty of satigmatic subjects and fitness to all force service pC210 N75-23098 Flight fitness and psycho-physiological behavior of applicant pilots in the first flight missions pC211 N78-24304 Psycho-physical performance of Air Force acchimicants after long duration noise exposure pC210 N78-1793 MOTHENFILSER, R. Time dependence of the flight influend increase of first uninary cortisol secretum in jet pilots pC237 N78-12897 MOTHERAM, S. Scattlering out of the evaporation duot pO281 N75-22057 MOTONDO, G. Survey on biodynamic response to windblast in ejections Pathogenetic metchenism. Analysis and prevention of infinite.	Presentation of serodynamic and socustic results of qualification tests on the ALADIN 2 concept p0074 N78-13803 BAHM, P. Meeting summary and outlook p0131 N78-11047 BAHM, P. R. Specialists meeting on directionally solidified in-situ composites (AGARD-CP-188) p0130 N78-11034 BAINPORT, G. Production of powders from titenum alloys by vaccoum fution contribugation p0138 N77-18184 BAIDIVER, J. T. Utulates on stress in eviation personnel, analysis and presentation of data derived from a battery of measurements p0229 N78-27828 BALISBURY, M. W. Comments on wind tunnel/hight comparisons at high angless of attack based on BAC one-eleven and VC10 experience p0122 N78-28290 BAIKIND, M. J. Fretting fatigue in titenium hallcopter components p0148 N78-27836 BALYAGNIAC, J. Rapid flight vibration phenomena and spine fractures p0214 N78-27836 SAMPSON, J. B. The field strillery fire direction center as a laboratory
POIST N76-16277 Atmospheric discharges and noise (and communications systems interference reduction) POISD N76-16287 ROBERTS, D. Correlations between far field accounts pressure and flow cheracteristics for a single airfoil POISD N74-22847 ROBERTS, C. J. U. Development experiences of real time computer based systems in strike aircraft ROBERTS, L. Persistence and decay of wake vorticity POISD N76-16291 ROBERTS, L. Exhaust plume temperature effects on norzie afterbody performance over the transonic Mech number range poist performance over the transonic Mech number range poist systems conducted by the Arnold Engineering Development Canter Poist ROBERSON, D. J. R. Systems problems associated with the use of safety fuels ROBINSON, R. Afterburings regulation concepts ROBINSON, P. Helicopter automatic flight control systems for poor vibility boarstions RODAML, K. A physiological comparison of the protective value of right and wool in a cold environment p0049 N74-33640	The character of flow unaleadman and its influence on steady state transonic wind times imagazements pU118 N76-28266 **ROSSMARBELER, S. A. The National Standard Reference Data System pU267 N77-16939 **ROTA, P. Visual sculty of satignatio subjects and fitness to air force service pC210 N75-23098 **Flight fitness and payoho-physiological behavior of applicant pilots in the first flight missions pC211 N75-23098 **Payoho-physical performance of Air Force technicians after long duration noise exposure pC228 N76-17793 **ROTH, S. Practical finite element method of failure prediction for composite material structures pC132 N76-2703 **ROTHERAM, S. A. Time dependence of the flight induced increase of free unany cortisol secretion in jet pilots pC237 N75-12897 **ROTHERAM, S. A. The dependence of the sysporation duot pC281 N75-22067 **ROTHONO, G. Survey on biodynamic response to windblast in ejections Pathogenatic mechanism. Analysis and prevention of injuras. Survey on medical requirements and examination procedures for the prevention of traumatic and non-traumatic osteosythopathies due to flying autivities.	BAGNER, M. Presentation of serodynanic and socustic results of qualification tests on the ALADIN 2 concept. BAHM, P. Meeting summary and outlook. BahMa, P. R. Beolahats meeting on directionally solidified in-situ composites (AGARD-CP-188). BANNORT, G. Production of powders from titentum alloys by vacuum fusion centrifugation. Production of powders from titentum alloys by vacuum fusion centrifugation. BALDIVER, J. T. Bludies on stress in aviation personnel, analysis and presentation of data derived from a battery of measurements. BALISBURY, M. W. Comments on wind tunnel/flight compensors at high angles of attack based on BAC one-eleven and VC10 experience. BALISBURY, M. J. Fretting fatigue in titenium helicopter components. Fretting fatigue in titenium helicopter components. BALVAGNIAC, J. Rapid flight vibration phenomena and spine fractures. BOL12 N78-22491 BALVAGNIAC, J. Rapid flight vibration phenomena and spine fractures. BOL14 N78-22491 BAMPSON, J. B. The field artillary fire direction center as a laboratory and field stress-parformance. Model 1. Polition paper
POIST N76-16277 Atmospheric discharges and noise (and communications systems interference reduction) poise N76-16288 ROBERT, D. Correlations between far field acoustic pressure and flow cheracteristics for a single circli ROBERTS, C. J. U. Development experiences of real time computer based systems in strike aircraft poise N75-16291 ROBERTS, C. Persistence and decay of wake vorticity poise N75-16291 ROBERSON, C. E. Exhaust plume temperature effects on nozale afterbody performence over the transonic Mach number range poise systems onducted by the Arnold Engineering Development Center ROBENSON, D. J. R. Bystems problems associated with the use of safety fuels ROBINSON, K. Afterburing regulation concepts ROBINSON, F. Helicopter automatic flight control systems for poor visibility consistions ROBANL, K. A physiological comparison of the protective value of right and wood in a cold environment poods N74-33840 ROBONDEN, W. P.	The character of flow unsteadwars and its influence on steady state transonic wind times measurements pU118 N75-25266 **MOSSMASSLUR, S. A.** The National Standard Reference Data System p0267 N77-16939 **MOTA, P.** Visual southy of satigmatic subjects and fitness to air p0210 N75-23068 **Fight fitness and payono-physiological behavior of applicant pillots in the first flight missions p0211 N75-24304 **Psycho-physical performance of Air Force technicians p0228 N75-17793 **ROTM, S.** **Practical finite element method of failure pradiction for composite material structures p0237 N75-12793 **ROTMENFISSER, R.** Time dependence of the flight induced increase of fire uniany cortisol secretion in jet pilots p0237 N75-12897 **ROTMENAM, S.** **Scattering out of the evaporation ductor p0251 N75-22057 **ROTONDO, G.** **Survey on biodynamic response to windblast in ejections plucedures for the prevention of injuries.** **Survey on medical requirements and examination plucedures for the prevention of traumatic and non-traumatic osteoarthropathies due to flying activities p0229 N75-27832 **Medico-legal problems of flight accidents investigation p0238 N77-17715	Presentation of serodynanic and socustic results of qualification tests on the ALADIN 2 concept pOC24 N78-13803 BAIM, P. Meeting summary and outlook pO131 N78-11047 BAMM, P. R. Becolairs meeting on directionally solidified in-situ composites (AGARD-CP-188) pO130 N78-11034 BAIMPORT, G. Production of powders from titenium alloys by vacuum fusion centrifugation pO138 N77-18184 BALDIVER, J. T. Utudies on stress in sviation personnel, analysis and presentation of data derived from a battery of measurements pO239 N78-27828 BALIBBURY, M. W. Comments on wind tunnel/flight compensors at high angles of attack based on BAC one-eleven and VC10 experience pO146 N78-22890 BALKIND, M. J. Fretting fatigue in titentum hallcopter components pO146 N78-22491 BALVAGNIAC, J. Rapid flight vibration phenomena and spine factures pO214 N78-27698 BAMPSON, J. B. The field strillery five direction center as a laboratory and held attress-purformance. Model 1. Position paper 2. Progress towards an experimental model pO228 N78-27829
POIST N75-16277 Atmospheric discharges and noise (and communications systems interference reduction) poise N73-16288 ROBERT, D. Correlations between far field acoustic pressure and flow cheracteristics for a single circle. Development experiences of real time computer based systems in strike aircraft poise N75-16291 ROBERTS, C. Persistence and decay of wake vorticity poise N75-16291 ROBERSON, C. E. Exhaust plume temperature effects on nozale afterbody performence over the transonic Mach number range poise N75-23804 Description of the AGARO nozale sherbody experiments conducted by the Arnold Engineering Development Center ROBINSON, D. J. R. Bystems problems associated with the use of safety fuels ROBINSON, K. Afterburing regulation concepts poise N75-23867 ROBINSON, F. Helicopter automatic flight control systems for poor visibility consistions RODAML, K. A physiological comparison of the protective value of right and wool in a cold environment poods N74-33840 ROBODEN, F. A comparison of methods used in interfering lifting surface thany	The character of flow unsteadwars and its influence on steady state transonic wind times imagazements pU118 N76-28266 **MOSSMASSLER, S. A.** The National Standard Reference Data System p0267 N77-16039 **ROTA, P.** Visual southy of satigmatic subjects and fitness to all force service p0210 N78-23096 Flight fitness and psycho-physiological behavior of applicant pilots in the first flight missions p0211 N78-24304 Psycho-physical performance of Air Force technicians after long duration noise exposure p0237 N78-24304 Practicel finite element method of failure pradiction for composite material structures p0132 N78-23703 **ROTMENTISEEM, R.** Time dependence of the flight induced increase of free unitary corticol secretion in jet pilots p0237 N78-12897 **ROTMENTISEEM, R.** Scattering out of the evaporation duct p0281 N78-22057 **ROTONDO, G.** Survey on biodynamic response to windblast in ejections pathogenetic mechanism, analysis and prevention of injures. Survey on medical requirements and examination pilocedures for the prevention of traumatic and non-traumatic osteoarthropathies due to flying activities p0239 N78-27832 Medico-legal problems of flight accidents investigation p0233 N77-17715 **ROTVEL, P.** The non-destructive measurement of residual attesses.	Presentation of serodynantic and sociustic results of qualification tests on the ALADIN 2 concept p0024 N78-13803 SAIM, P. Meeting summary and outlook p0131 N75-11047 SAIM, P. R. Specialists meating on directionally solidified in-altu composites (AGARD-CP-188) p0130 N78-11034 SAIMPORT, G. Production of powders from titenum alloys by secum fusion centrifugation p0138 N77-18184 SALIBBURY, R. T. Utudies on stress in aviation personnel, enalysis and presentation of data derived from a battery of measurements p0239 N78-2728 SALIBBURY, M. W. Comments on wind tunnel/flight compensions at high angless of atteck based on SAC one-eleven and VC10 expellence SALKIND, M. J. Fretting fatigue in titentum halicopter components p0146 N78-22491 SALVAGNIAC, J. Rapid flight vibration phenomena and spine fractures p0214 N78-27696 SAMPSON, J. S. The field strillery fire direction center as a laboratory and field stress-performance. Model 1. Position paper 2. Progress (cwards an experimental model p0228 N76-2729 SANDAN, W. Off-boreaught angle astimation with a phase comparison.
POIST N76-16277 Atmospheric discharges and noise (and communications systems interference reduction) POIST N76-16258 ROBERT D. Correlations between far field accounts pressure and flow characteristics for a single airfoil POIST N76-16258 ROBERTS, C. J. U. Development experiences of real time computer based systems in strike aircraft POIST N76-16291 ROBERTS, L. Persistence and decay of wake vorticity Poist N76-16291 ROBINSON, C. E. kishaust plume temperature effects on noisile afterbody performance over the transonic Mech number range poist performance over the transonic Mech number range poist systems conducted by the Amold Engineering Development Canter Poist N76-16364 ROBINSON, D. J. R. Systems problems associated with the use of safety fuels ROBINSON, K. Afterburing regulation concepts point N76-14063 ROBINSON, F. Helicopter automatic flight control systems for poor visibility operations RODANL, K. A physiological comparison of the protective value of nylon and wool in a cold environment pio049 N78-33564 RODEN, W. P. Acomparson of methods used in interfering lifting surface theories	The character of flow unsteadless and its influence on steady state transonic wind times imagazements pU118 N75-28266 MOSSMABBLER, S. A. The National Standard Reference Data System pU287 N77-16939 MOTA, P. Visual sculty of satigmatic subjects and fitness to all force service pC210 N75-23096 Flight fitness and payobo-physiological behavior of applicant pilots in the first flight missions pC211 N78-24304 Psycho-physical performance of Air Force techniques after long duration noise apposus pC211 N78-24304 Practicel finite element method of failure prediction for composite material structures p0132 N76-17793 MOTHENFISSER, R. Time dependence of the flight induced increase of five unany cortisol secretion in jol pilots p0237 N75-12897 MOTHERAM, S. Scattering out of the evaporation duot p0281 N75-22057 MOTONDO, G. Survey on biodynamic response to windblast in ejections Pathogenetic mechanism, analysis and prevention of inlumes on medical requirements and examination proceedings for the prevention of traumatic and non-traumatic osteoarthropathies due to flying autivities p0233 N77-1773 Mothod-legal problems of flight accidents investigation p0233 N77-17715 POTYEL, P. The non-destructive measurement of residual stresses p0189 N75-16478	Presentation of serodynantic and soculatic results of qualification tests on the ALADIN 2 concept pGOZ4 N78-13803 BAMM, P. Meeting summary and outlook pC131 N75-11047 BAMM, P. R. Specialists meeting on directionally solidified in-situ cumposites (AGARD-CP-188) pO130 N78-11034 SAINPORT, G. Production of powders from titenum alloys by vacuum fusion centrifugation pC138 N77-18184 SALDIVER, J. T. Studies on stress in aviation personnel, analysis and presentation of data derived from a battery of measurements pC229 N78-27828 BALISBURY, M. W. Comments on wind tunnel/flight competions at high angles of attack based on SAC one-eleven and VC10 experience pC129 N78-27828 SALKIND, M. J. Fretting fattigue in titentum hallicopter components pC124 N78-27898 SALKIND, M. J. Rapid flight vibration phenomena and spine fractures pO214 N78-27898 SAMPSON, J. S. The field strillery fire direction center as a laboratory and field stress-performance Model 1. Position pages 2. Progress towards an experimental model 1. PG128 N78-27829 SANDAN, W. Off-boresight angle estimation with a phase comparison monopules system pC173 N78-21705
ROBB, J. D. Atmospheric discharges and noise (and communications systems interference reduction) polise N78-18288 ROBERT, D. Correlations between far field acoustic pressure and flow characteristics for a single circli ROBERTS, C. J. U. Development experiences of real time computer based systems in strike aircraft polise N78-18291 ROBERSO, C. E. Exhaust plume temperature effects on nozzle atterbody performance over the transonic Mach number range performance over the transonic Mach number range profits onducted by the Arnold Engineering Development Center. ROBINSON, D. J. R. Bystems problems associated with the use of safety busis ROBINSON, K. Afferburing regulation concepts ROBINSON, K. Afferburing regulation concepts ROBINSON, F. Helicopter sutomatic flight control systems for poor visibility operations RODARL, K. A physiological comparison of the protective value of reformation and wool in a cold environment poorsy N78-33840 ROBONEN, F. A companison of methods used in interfering lifting surface theories Interference and inorptions lifting surface theories poorsy N78-23183 Interference and inorptions lifting strates theories	The character of flow unsteadless and its influence on steady state transonic wind times imagazements pU118 N75-28266 **ROSSMARSELER, S. A.** The National Standard Reference Data System pU287 N77-16939 **ROTA, P.** Visual sculty of satigmatic subjects and fitness to all force service pC210 N75-23098 **Flight fitness and payono-physiological behavior of applicant pilots in the first flight missions pC211 N75-24304 **Psycho-physical performance of Air Force acchiniosis after long duration noise exposure pC210 N75-2703 **ROTH, S.** **Fractional finite element method of failure prediction for composite material structures pC132 N75-2703 **ROTHERAM, S.** **Scattering out of the evaporation duot pC217 N75-22187 **ROTONDO, G.** **Survey on biodynamic response to windblast in ejections Pathogenetic matchenism. analysis and prevention of information of miscons for the prevention of traumatic and ontraumatic osteosrthropathies due to fiying autivities pC239 N75-17832 **Mcdico-legal problems of flight accidents investigation pC233 N77-17715 ***POTVEL, F.** The non-destructive measurement of residual attesses pC189 N75-16478 ***ROUGHON, J.** **Possible utilization of electron scan microscope for the	BAGNER, M. Presentation of serodynamic and socustic results of qualification tests on the ALADIN 2 concept. BAHM, P. Meeting summary and outlook BAHM, P. R. Beolabets meating on directionally solidified in-situ composites [AGARD-CP-188] BAINPORT, G. Production of powders from titenium alloys by vacuum fusion centrifugation. Production of powders from the policy of the poli
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ROBB, J. D. Atmospheric discharges and noise (and communications systems interference reduction) polise N78-18288 ROBERT, D. Correlations between far field acoustic pressure and flow characteristics for a single circli ROBERTS, C. J. U. Development experiences of real time computer based systems in strike aircraft polise N78-18291 ROBERTS, C. Fernistence and decay of wake vorticity polise N78-18283 ROBINSON, C. E. kalaust plume temperature effects on nozzle atterbody performance over the transonic Mach number range process of the performance over the transonic Mach number range preformance over the transonic Mach number range ROBINSON, D. J. R. Bystems problems associated with the use of safety busis ROBINSON, K. Afferburing regulation concepts ROBINSON, K. Afferburing regulation concepts ROBINSON, P. Helicopter sutomatic flight control systems for poor visibility operations RODARL, K. A physiological comparison of the protective value of nylon and wool in a cold environment poons N78-33840 ROBINSON, W. P. A compension methods used in interfering lifting surface theories Interference and nonplanar lifting surface theories poons N78-23183 ROBINSON methods ROBINSON MPT-23184 ROBINSON MPT-23	The character of flow unsteadness and its influence on steady state transonic wind times imagazements pU116 N75-28266 MOSSMABSLER, S. A. The National Standard Reference Data System pU287 N77-16939 MOTA, P. Visual sculty of satigmatic subjects and fitness to all force service pC210 N75-23096 Flight fitness and payobo-physiological behavior of epitical pilots in the first flight missions pC211 N78-24304 Psycho-physical performance of American pC217 N78-24304 Psycho-physical performance of American pC218 N78-17793 MOTAL Practical finite element method of failure prediction for composite material structures pC328 N78-17793 MOTHERISER, R. Time dependence of the flight induced increase of free uninary cortisol secretion in job pilots pC237 N78-12897 MOTONDO, G. Survey on biodynamic response to windblast in ejections Pathogenetic mischenism. Analysis and prevention of internal procedures for the prevention of traumatic sed non-traumatic ostsoarthropathiss dies to flying activities pC229 N78-27832 Medico-legal problems of flight accidents investigation pC233 N77-17715 MOTONDO, J. Possible intization of electron scan misonaccipe for the study of composite meterals with organic matrix pO132 N78-12808 Modico-legal problems with organic matrix pO132 N78-12809 Modico-legal problems with organic matrix pO132 N78-128708 MOUGHON, J. Possible intization of electron scan misonaccipe for the study of composite materials with organic matrix pO132 N78-12708	BAGNER, M. Presentation of serodynantic and soculatic results of qualification tests on the ALADIN 2 concept p0024 N78-13803 BAMM, P. Meeting summary and outlook p0131 N75-11047 BAMM, P. R. Becolaists meeting on directionally solidified in-situ composites (AGARD-CP-188) p0130 N78-11034 BAINPORT, G. Production of powders from titenums alloys by vacuum fusion centrifugation p0138 N77-18184 BALISTER, J. T. Studies on stress in aviation personnel, analysis and presentation of data derived from a battery of measurements BALISBURY, M. W. Comments on wind tunnel/flight competitions at high angles of situach based on BAC one-eleven and VC10 experience p0128 N78-28280 BALISBURY, M. W. Fretting fattigue in stenium helicopter components p0124 N78-28280 BALKIND, M. J. Fretting fattigue in stenium helicopter components p0146 N78-2481 BALYAGNIAC, J. Rapid flight vibration phenomena and some fractures p0214 N78-27896 BAMPSON, J. B. The field critilery fire direction center as a laboratory and held stress-parlormance Model 1. Position paper 2. Progress (towards or naperimental model monopulus system p0173 N74-1705 BANDERS, M. 2. Halcopter flight performance with the AN/PVS-B. right vision goggles BANDFORD, M. C. Status of two studies on active control of aeroelastio
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Presentation of serodynantic and sociustic results of qualification tests on the ALADIN 2 concept p.0024 N78-13803 BAIM, P. Meeting summary and outlook p.0131 N78-11047 BAHM, P. R. Specialists meeting on directionally solidified in-situ composites (AGARD-CP-188) p.0130 N78-11034 BAINPORT, G. Production of powders from titenum alloys by vacuum fusion centrifugation p.0138 N77-18184 BALDIVER, J. T. Uludies on stress in aviation personnel, analysis and presentation of data derived from a battery of measurements p.0229 N78-27828 BALIBBURY, M. W. Comments on wind tunnel/flight competitions at high angless of attack based on BAC one-eleven and VC10 experience p.0122 N78-28290 BALKIND, M. J. Fretting fatigue in titentum halicopter components p.0148 N78-24243 BALKIND, M. J. Fretting fatigue in titentum halicopter components p.0214 N78-27686 BAMPSON, J. B. The field strillery fire direction center as a laboratory and field stress-purformance Model 1. Polition paper 2. Progress towards are experimental model p.0229 N76-27829 BANDER, W. Off-boreaight angle estimation with a phase comparison monopules system p.0173 N74-11705 BANDER, M. 2. Halicopter flight performance with the AN/PVS-B. right vision goggles BANDER, M. C. Battus of two studies on active centre of aeroelastic response at NASA Longley Research Center p.0028 N76-2583 BANDER, N. L. The effect of crocumferentist distortion on far performance at two levels of blade loading p.0098 N78-25194 BANDER, M. A. Fluidic Minson for turbolet engines p.0092 N78-23598 BANDER, M. A. Aerothermodynamic factors governing the response rate of ges turbines An angline analyzer program for helicopter turboloster turbons and p.0000 N75-23578 An angline analyzer program for helicopter turbonshift
Atmospherio discharges and noise (and communications systems interference reduction) Atmospherio discharges and noise (and communications systems interference reduction) P0189 N78-18288 ROBERTS, C. Correlations between far field acoustic pressure and flow cheracteristics for a single circial ROBERTS, C. Development experiences of real time computer based eystems in strike alicraft ROBERTS, C. Fernistence and decay of wake vorticity P0121 N78-18283 ROBINSON, C. E. Exhaust plume temperature effects on nozzle atterbody performence over the transonic Mach number range process on the process of the process on the process on the process on the process on the process on the process on the process on the process on the process on the process on the process on the process of the process of sets on the process of sets on the process of sets on the process of sets o	The character of flow unsteadless and its influence on steady state transonic wind times imagazements pU118 N75-28266 MOSSMABBLER, S. A. The National Standard Reference Data System pU287 N77-16939 MOTA, P. Visual sculty of satigmatic subjects and fitness to all force service pC210 N75-23098 Flight fitness and payobo-physiological behavior of applicant pilots in the first flight missions pC211 N78-24304 Psycho-physical performance of Air Force technicisms after long duration noise apposize. Practicel finite element method of failure prediction for composite material structures p0132 N75-1793 MOTHENFILERER, R. Time dependence of the flight induced increase of free unany cortisol secretion in jol pilots p0237 N75-12897 MOTHERAM, S. Scattering out of the evaporation duot p0281 N75-22057 MOTONDO, G. Survey on biodynamic response to windblast in ejections Pathogenetic mechanism, analysis and prevention of information procedures for the prevention of traumatic and nontraumatic extensive for the prevention of traumatic and nontraumatic extensiveness for the prevention of traumatic and nontraumatic extensiveness for the prevention of traumatic and nontraumatic extensiveness for the prevention of traumatic and nontraumatic extensiveness for the prevention of traumatic and nontraumatic extensive measurements of residual stresses p0189 N76-16478 MOCHON, J. Possible utilization of electron scan moroscope for the study of composite materials having an organic matrix (RAE-LIB-TRANS-1874) On volume-dependent depolarization of EM bankscatter from rough surfaces p0280 N78-22081 MOUSTAN, J. Comparison between the calculated and measured transfer functions for the Concords august [AGARO-R-337] MOZENDAL D.	BAGNER, M. Presentation of serodynantic and sociustic results of qualification tests on the ALADIN 2 concept pOC74 N78-13803 BAHM, P. Meeting summary and outlook pO131 N75-11047 BAHM, P. R. Specialists meeting on directionally solidified in-situ composites (AGARD-CP-188) pO130 N78-11034 BAINPORT, G. Production of powders from titanium alloys by vacuum fusion centrifugation pO138 N77-18154 BAIDIVER, J. T. Studies on stress in aviation personnel, analysis and presentation of data derived from a battery of measurements pO229 N78-27828 BALISBURY, M. W. Comments on wind tunnel/flight comparisons at high angles of attack based on BAC onse-eleven and VC10 expellence pO122 N78-2820 BALISBURY, M. W. Fretting fatigue in titanium helicopter components pO138 N78-18280 BALISBURY, M. S. Fretting fatigue in titanium helicopter components po148 N78-2829 BALVADNIAC, J. Rapid flight vibration phenomena and some fractures pO214 N78-27896 BAMPSON, J. B. The field artillary fire direction center as a laboratory and field stress-performance. Model 1. Position paper 2. Progress towards an experimental model pO229 N78-27829 BANDERS, M. 2. Haltopter righty performance with the AN-PVS-B. right vision goggles. BANDERS, M. 2. Haltopter righty performance with the AN-PVS-B. right vision goggles. BANDERS, M. 2. The effect of urcumferentisfdictorition on fan performance at two levels of blade loading pO098 N78-25184 BANDORN, M. 1. Aerothermodynamic factors governing the response rote of sea tubines.

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SENGETERN, C.
Military tooket arcraft Inherent constraints and their policy N77-11186 SCHNEIDER, W. SARKOS, C. P. haracteristics of Halon 1301 dispensing systems for raft cabin fire protection p0047 N76-14082 Project weight prediction based on advanced statistical athors p0087 N74-31475 alteraft cabin fire protection SCHOOL, P bomachinery p0177 N76-30478 Unsteady flow measurements in turb Intermittent positive control A ground based collision soldsing system 90068 N78-23208 Some aspects on unsteady flow past stifuits and case DOORS N76-25193 avoidance avetem SCHOENMAN, R. L.
Application of redundant digital computers to fight control systems p0104 N74-11448
Use of active control technology to improve idequalities SAUTER, H. C. NEBUNG O. SBUMB, (2). Active flutter suppression on wings with external stores p0102 N74-28885 Linking US/00D and other scientific/technical pit-line Wing with stores flutter on variable sweep wing airc. It p0031 N75-28017 of large transport arconft. SCHOFIELD, M. L. Transmission of cocumierential inlet distortion through Active control of empennage fluster p0070 N75-32099 DOCES N76-25188 Low power approach BCHOOL R. a0003 N76-21239 Dynamic simulation in wind tunnels, part t p0120 N76-28276 VYER, N. A. Design and operation of a low speed gust tunnel p0117 N76-25243 A least dust-focus velocimeter for wind junnel applica ins p0117 N78-28248 Internation between stream structure and command and SAWYER, R. F.
Air pollution characteristics of alrorath engines
p0202 N74-28106 stability augmentation system BO183 N77-11241 SERGENT, P. Trajectography: Tracking ECHRONOER, C. C.
Fast Intent recognition system (FIRST) D185 N75-16836 MEROVY, G. K. IROVY, G. K.
Compressor and turbine performance prediction system development. Lessons from thirty years of history p0101 N76-26210 Personal thermal conditioning p0232 N78-27866 U0244 N78-16271 SCADDAN, R. J.
Measurements of the atmospheric transfer function
p0208 N78-29837 investigations for manufacturing turbins discs of hij-base superalloys by powder metallurgy methods p0140 N77-16167 SERTOUR, C. Corrosion Sludy and delection Corresion S p0138 N78-33338 GANO. A Survey of current cardiovascular and respiratory exemination methods in medical relaction and control of alterev [AQARD-AQ-198] p0222 N75-17078 Medical requirements and samination procedures in relation to the tasks of today's eliotew. Introductory remarks p200 N75-23065 Prailiminary research on body displacement during luner walking. Food personing observed with sliplane cravi and passeng-en depending on simplane operations p0223 N76-14761 BCHUELER, C. J. Non uniting electromagnetic fields. Environmental factors in relation to military personnel/p0233 N77-16732 Experimental studies in a Ludwing tube transpose most police N/4-31736 BETH. L. C. M, 도, 다. The roles of analysis in relation to structural testing 의자기2 N76-17098 NETZ, W. Experimental lautriques for determining fracture tough-ess values p0194 N74-23438 GETTE. b. walking p0217 N75-29726
SCHARDEL, H. M. Bignal analysis of fluidic networks p0181 N75-21439
SCHARPEN, H. The attenuated live smallpox vaccins, strain MVA result, of experimental and clinical studies p0224 N75-14787
SCHAR Reputation of the process of the policy of the service of the policy of the service of the policy of the service of the policy of the service of the policy of the service of the policy Missurantant of attriospheric attanuation at 6328 a p0206 N76-29839 SEVART, F. D. Wind tunnel investigation of control configured vehicle stame p0071 N78-32100 avetame. SYMBLE, G. A.
F. 14A stell apin prevention system flight test
p0108 N76-29263 लबल्बबल, प्र. Integrated flight control system for alego approach SEXTON, M. R.
An on-rotor investigation of rotomy stall in an exist-flow policy N76-28201 SOMAFFAR, M.
Influence of meteorological conditions on the position of the ground covered by sonic bromsp0258 N74-22560 SOMAMSECK, W. SCHULZ, G. Waspon simileg training simulator installation MEYB, N. J. IAMABECK, W.
Design of electronic circuits and component selection
thigh reliability p0191 N76-24810
Meliability testing of electronic parts-p0191 N76-24813 SCHUMTER, W.,
Passanger alreaft cabin fires p0048 N76-14088
SCHWARZ, R. G.,
Estimation of elastic aircraft serodynamic parameters p0008 N76-30028 p0127 N78-20313 Aerodynamic measurements in turbomachines BHAMAH, M. A.
US Army madeal in-flight availations: 1865-1975
p0227 N78-19750 00178 NYS-30473 SCHANE, W. P.
Parachute suape from helicopters p00 4 N74-20788
REMAUS, U. W.
Asrodynamic characteristics of an experimental filting fan under grosshow conditions
The response of a lifting fan to crossflow-induced spellat BHANG, J. S. SCHWARZ, J. A.
Min.to-navigator (A4ICRON) p0060 N78-32184
SCHWARZEN, W.
Medical aspects of lasers and jean safety problems
p0233 N77-16733 Supersonic turbulent separated flows utilizing the swar-Stokes equation p0035 N76-17052 Supersonic turourent separation p0035 N79-170xx
Never-Stokes equation p0035 N79-170xx
BHANKS. I. A.
Multiculour displays using a liquid crystal colour switch p0080 N76-17122 flow distortions SCHAUSERT, D. H. robing techniques for infromogeneous media p0252 N78-22064 achwarzott, w. J.
Advanced thermal components
avionic systems SHARP, E. T. Applying the uter/ayster interface enalysis results to optimize information transfer p0271 N76-28114 NARF, G. 8. The respiratory and metabolic effects of constant amplitude whole-body vibration in man for efficient cooling of p0074 N77-16034 sylonio systema IHWEIKHARD, W. G. Test techniques, instrumentation, and data processing p0089 N75-12980 An experimental study to determine failure envelops of composite meterials with tuhular specimens under com-bined loads and comparison between several classical .. p0214 N75-27698 Citieria

SCHETTINO, J. C.

The role of EPA in regulating strent/amport noise
p0094 N75-30173 SHAW, D. 6, Fire-stall behavior of combat sizerat p0027 N78-22285 SHELTOR, W. L. NDI of composite materials p0190 N78-16481 Computer-sided design of control systems to meet many solutionaria B0103 N74-31434 requirements SCORER, M. ECHIMANING B NOT of equipment annual Methods number flow separation with bevere upstream disturbance p0118 N75-28285 SHEPHERD, G.
Research into the training effectiveness of a full mission might simulator p0127 N76-28318 olyiod serials for avionic application points in essurements in escades points N76-30472 n0170 N74-31677 SCOTLAND, R. L. Reverse thurst experience on the Concorde p0026 N75-2:3495 Store separation [AGAND-AG-202] 60048 N75-31042 [AQARD-AU-202]
BONEPHOLT, O. J. L.
Typo-dimensional tunnel wall interference for multielement aerofole in incompressible flow
BO118 N78-28233 STARB, W. R. flight simulator SHEPHURD, J. T. Some experiences with the exploitation of measurements of the perturbation field in a wind tunnel to improve almulation p0019 N77-11974 HEPMURD, J. 7.
The influence of aviono system requirement on all butne computer design p0246 N78 16264
The application of displays in navigation/siteck systems p0212 N78-26760
Helmsi mounted sights and display systems 2015 NR - 2750. SCHLIGHTING, H.
An account of the scientific life of Lodwig Prandit p0032 N76-17031 SERNEY, R.
The structure of three dimensional separated flows in obstacle, boundary layer interestions. p.0037-N76-17065 SCHLIEKELMANN, R. J. Survey of Froblems SCHMID, H. DUZ12 N75-26762 SELGEN. P. Q. SHEPHERD, R. A.

Man-made electromagnatic noise from unintentional A leboratory test method of systuating the entinguishing efficiency of dry powders p0048 N/8-14083 CHARID, M.
Unitedly pressures due to control surface rotation at low supersonic speeds. Comparison between theory and radiators. A summery p0189 N76-16289 BEGINER. A. SHEPPARD, M. C.
User response to the BDI service developed at Asronauliual Research Laboratories, Australia p0270 N76-25106
SHETTLE, R. P.
Models of the atmospherio servicia and their optical
properties p0203 N78-29817 Induction wind tunnel performence quality and noise measurements Test section flaw p0113 N78-25218 experiment (AGAND-R-647) p0040 N76-32126 BRIDGRY, P. B. BCHMIDLIN, A. E. ECHMIDLIN, A. E. Fluido asimors A survey p0180 N76-21431 SCHMIDT, D. K. Local and regional flow matering and control p0081 N78-32082 rutting of structures for modern VG fighters
p0146 N75-22489 properties
SHOC NEEDER, R. W.
Machanisms of vibration affects on aircrew performp0215 N78-27700 STINGLD, W. E. Benors and filering lechniques for flight testing the VAK 191 and VPW 614 sinical POORS N75-30006 sippiqui, k. M. Introductory survey to session on parameters in the development of aided INS for site pools N74-31818 BRIFKMT. R. The measurement of igniter heat flux in solid propellent rocket inotors p0144 N77-11192 SIDDON, T. S. future position of the controller p0050 N75-32052 SPILENS, J. Garerel ted dynamic engine simulation techniques for in dialial computers p0092 N75-23593 20N, T. S. Noise source disprovates using essentity correlations p0257 N74-22649 the digital computers SCHMIDT, U. LMÁNN, P. Surface impedance of radio groundwaves over Atratified p0253 N76-22088 SIEVERDING, C. Escape messures for combat helicopter crews p0044 N74-20770 Tuibine test cases Presentation of deelign and experimental characteristics p0041 N77-12025 EVERDING, M. C. earth eath SELTZER, J. E. A third-order specular-point theory for rader backsost-p0250 N78-22050 Numerical simulation of three dimensional transonic flow cluding wind tunnel wall effects p0020 N77-11984 TENDING, M. C. Aerodynamic measulements in descades p0178-N78-30472 Numerical simulation of three dimensions transports in blooding wind turnel wall effects pO020 N77-11984 SCHMIDTLEIN, H. Pieliminary design techniques for unmerined, remote pitoted vehicles p0066 N74-31488 SCHMIT, L. A. JR. SELVAGOI, P. RIGOURNAY, M. L. The introduction of new materials p0072 N76-17097 The possible impact of DC strotalt power supplies on the design of avionic and other equipment p0074 N77-18036 SEM-JACOBSEN, C. W.
Stress response and stress tolerance in fighter pilots during 6 G manoeuves p0221 N77-11653 Bome approximation concepts for structural synthesis [NABA-CR-140937] µ0196 N75-12359 SEMMENS. C. P.
Role of simulation in operational test and evaluation
p0113 N76-23303 [NABA-CAT-19060-].

SCHMITT, R.

Laminar separation at a trading edge

p0033 N76-17032 Standard procedures/massures of effectiveness for Air

Force operational test and evaluation (constant improve-ment task 2) p0110 N70-23285

SIMONIS, K. A.

Helicopter engine control

The peel 20 years and the p0091 N75-23085 BMITH, M. R.
Direct lift control applications to transport secret: A p0002 N75-21231 STAFF, P. M.
A physiological comparison of the protective value of nylon and wool in a cold anyton ment p0049 N74-J3840 STAGE, I. A. C. UK viewpoint SMITH, P. W. Next BIMPBON, H. R. BIMPBON. H. R.

MASCOT A Modular Approach to System Construction
Operation and Tas: p0245 N75-16206
BIMPBON, J. H.

Analysis of sir-to-air missile requirements and weapons
systems diffectiveness in an air-combat manageming
systems diffectiveness in an air-combat manageming
air-combat manageming
Biasancos, B. E. Name of the control o Avionic cooling and power supplies for advanced airc-[AGARD-CP-198] p0074 N77-16031 STANNER, W. STANNER, W.
Long distance aids (Omage, Loren) p.0052 N75-32088
STAPLES, L. J.
An engine ensiyer program for helicopier turboshefi
p.0048 N75-31101 EMITH, R. A.
Electron heating in the ionosphery by powerful gyrop0158 N74-31839 SIMPSON, N. E. An enthopometric survey of 2000 Royal Air force Aircraw 1970/71 [AGARD AG-181] p0222 N75 17936 BMPSON, R. L. SMITH, R. D. STAPLETON, B. P. integrated target control system p0111 N76-23298 Comments on some wind trained and flight experience of the post-buffer behaviour of the Harrier sicraft p0123 N76-25297 SMITH, H. O. Secondary power systems for advanced rotografi [AGARD-AG 208] p0030 N78 Characteristics of a supposting incompressible turbulent oundery layer p0034 N75-17043 p0030 N78 22326 Characteristics of a pool of N78-170-s BIPPEL K. O. Corrosion prevention techniques, maintenance and pol 37 N78-33337 EMOLDSRIN, J. J.
Computation of viscous compressible flows based on the Navier-Blokes equations
[AGARO-AG-212] p0178 N76-11380 BUARK. M. Will the future electronic airboine display be elec-piccoin? pDGe2 N78-17140 Arndynamic measurements in cascades p0178 N78-30472 SMYTH, M. Furbulant separation in two-dimensional line Diagnostics and Engine Condition Monitoring
[AGARD\CP-166] 00084 N78-31083 STARR, M. F. p0034 N78-17041 Experiments to assess the influence of changes in the turnel wall boundary layer on transanto wall urosatiow otheracteristics pO115 N76-25231 STAUPENBEL, M. ENEL. N.
A method for the calculation of the flow field induced by a jet exhausting perpendicularly into a cross flow p0025 N75-136/3 Asromechanical Response b0089 N75-12058
Preliminary results for single sirfoll response to large nonpotential flow disturbances
RKOLNICK A.

Crew performance requirements in the kibration environments of surface effect ships
SKOW, A. M. Praliminary design techniques for immanned, ramote ANDWEALL T. piloted vehicles STREET, W. W. Precision Aircraft Tracking System (PATS) Digital scan gonversion techniques p0080 N76-17125 Foler to cartesian axis-transforming digital scan converp0112 N78-23298 STEFANOU, G. refearout a.

Ag range VHF transequatorial for the European-African
path, a review of time delay measurements
polss N78-20310 BNYORM, R. O.
Advanced techniques in crash impact protection and
environment of transport strens,
[AdARO-Ad-221]
Bolling of complex structure by the integration of several
different optimal design algorithms
[1.8738]
[1.8738] Design technology for departure resistance of fighter storal p0106 N76-29250 SLARVE, R. N. Determination of stant visual range from lider signatures, analysis of simulated eignatures p0207 N78-28849 STRINBACH, D. Laboratory studies on chronic affauts of vibration Laboratory Atudies on chronic affauts of vibration apposus po21 & 775-27894
Serum and urine changes in macaca mulatra following protonged exposus to 12 Hz, 15 g vibration
Africans capabilities and limitations p0016 N76-14020 entime A CH. D.

A method for prediction of life in multi-element airfoli pocat N75-13807

STEINNE USR, J.

Boundary layer valculation methods and application to aerodynamic problems

STEINLE, F., JR.

Filld interest. p0196 N78-12361 SOENTGERATH, W. Rediction characteristics of thinned array entennes p0173 N74-31700 SCERENGEN, H. User requirements in libraries, documentation and information centers pC265 N75-23381 SLEEPF, J. W.
The effect of finite test section length on wall interference OBREMEEN, M.
Flaw properties of shoted walls for transcolo teal police N76-28230 TEINLE, F., JR.
Fluid dynamic research at NASA-Ames Research Center
refuted to transconic wind tunnel design and Insting
polis N76-28257 Flasmaspheric contribution to group-path-delay of transionospheric estalitte navigation signals p0165 N76-20308 in 2-D ventilated wind tunnels. p0114 N76-28227 TEMAZEL, R. L.
Modeling of tenospheric perametric interactions in the
QUIPS device p0158 N74-21820 JEY, D. H. Instrumentation and measurement of laser radiation p0180 N76-11309 Derivation of safety codes 1 USA experience p0150 N78-11313 HRIM, O. A.

Bome integrity problems in optimal control systems.

p0103 N74-31432 RTEPHAN, H. Production of high purity metal powder by electron by an technique pO128 N77-15186
STEPMENSON, M. A. Laser protective devices SLOCUM, Q. K. p0181 N78-11316 Structure of tropospheric inhomogeneilles as deduced from interferometric measurements p0252 N75-22065 CUMP, d. K.
Display devices and their use in avoides systems
E0260 N76-10778
Digital scan converters in atthorne display systems
E0081 N76-17127 Asymptotic behavior of temporary threshold shift of exposure to long duration noises pO228 N76-1 SORDAHL, L. A.
Coronary flow and mycocardial blochemical responses to high sustained + G sub a seculoration p0220 N77-11649 p0228 N76-17791 BTERN. J. A. IRN, J. A.

Creative advanced dorigit: A key to reduced life-nycle
patx p0065 N74-31462 BOWAH, J. F.
Flow dispersal at airports, the state of the sit and future #0086 N76-23216 SLOOFF, J. W. LOOFF, J. W.,
Wind funnel tests and serodynamic computations.
Thoughts on their tise in serodynamic design
pictis N77-11279 costs
STEVENS, G. M.
Pariar delection and tracking in ground clutter
p0111 N76-23287 tends

SPALDING, D. S.
Numerical computation of practical combustion character

p0147 N78-30380 TEVENS, M. C.
ADBEL/DABB: A selective address secondary surveill-p0054 N76-23188 Turbojet engine gas path analysis A review p0095 N75-31100 SPACES O M ence radar ETEVENEON, C. F. Efficient sources of apoling for avioning p0075 N77-16043 SMIT. J. Mader detection and fracking in ground clutter p0111 N76-23287 A simulator study to investigate islimus operator work-kd pD236 N78-12589 load SMIT, J. 8. The Natharlands ATC automation program p0063 N78-32081 STEVENSON, W. H.
Firings mode fluorescence velocimetry
p0163 N77-11240 Administration of the Rorenbach tests to a samula of Administration of the Rerechach tests to a sample of student pilots training apprenticeable p0210 N75-24289 PES, 8. M.
Technical evaluation report on Fluid Dynamics Panel Symposium on V/STOL Aerodynamics
[AGARD-Alt-78] p0176 N75-19686 PINA. J. P. SMITH, A. J. The Improvement of visual side for approach and policy power N75-21234 STEWARY, D. J. Air driven ejector units for engine simulation in wind tunnal models p0116 N76-25238 SPINA, J. F.
Computer modeling of communications receivers for distortion analysis p0162 N75-16263 TM, A. M. Polyrod avries for available applications p0170 N74-31877 STICH, K. Night vision imaging system development for low level halicopter pilotage pOUI3 N78-30064 STICKL, H. SMITH, A. M. O. Remarks on Bold dynamics of the stail SPINAT, R. Comment on wast of non-labiticated places in tur-TIONL H. Insportation, diagnosis and treatment of smallpox, cholers insportation, diagnosis and terestropy po223 N76-14782 po 224 N78-14787 po 224 N78-14787 p0020 N78-22282 SMITH, C. W., JR. Process and seminamia consultrations for production abset it is ustatio pressing equipment p0138 N77-15169 System analysis for a battle-field air superiority lighter project with respect to minimum cost p0067 N74-31471 SPTZER, E. A. Predictive techniques for waks vortex systems p0058 N76-23214 hat isosistiu pressing equipment of experimental and olinical attures. Posses in the induction of interferon and specific smallpox immunity by oral immunitation with live attenuated pox vice p0226 N76-14786 MITH, D. W.
Flight test of an actomatic approach and tending concept
for a simulated space shuttle represented by the NABA
Convair 990 alteraft

D0106 N74-31457 SPITZER, 内. C. Use of the flight simulatur in YC-14 design p0124 N76-29284 The threat of tropicel diseases and paraltoses isome epiderniological and ultrical aspects) p0224 N78-14772 BANTIN, N. M. ion in LCHTF lesting p0195 N78-10490 epularinospes. A. S.
STIGLITZ, I. G.
CONUS seronautical radionavigation by satellite
pOSS N76-23226 SPRACKLEN, C. T.
The correction of eners in HF direction fingers by travelling SMITH, H. FM, M. Weapon delivery impact on active control technology p0010 N78-30040 tonosphetic disturbances p0168 N76-20332 SPRENC, As electrophysiological measurements of ear observations, intelligibility of vowels and judgement of the stage of attention po209 N75-23081
SPRING, D. J.
On some problems encountered in a thouselical study of the actions flow over a rozzle configuration in transcologity.

p0028 N75-23499 ATIKLOBUS. I SMITH, I. S. mization of free flight measurements for missies p0111 N76-23291 The measurement of igniter heat itus in solid propellant rocket motors p0144 N77-11192 STOCK, H. W. STOCK, H. W.

Numerical simulation of three dimens onal transonic flow including wind tunnel wall effects p0020 N77-11984

STOKES, J. W.

The field artillery fire direction center as a isbuistory and field stress-porformance. Model 1: Position paper 2 Progress towards an experimental model p0228 N76-27829 Least restrumentation for flow held diagnostics
[AGARDOGRAPH-188] PO185 N74-23082
The electron beam fluorescence technique applied to
hypersonic turbulent flows p0183 N77 11236 SPYRA, W. MITH, J. H. B. A review of separation in steady, three-dimensional µ0036 N76-17089 vestigations for manufacturing turbine discs of Ni-base superalloys by powder metallurgy methods STOKERTH, P. A.
Sending of rays of light shove the sea surface
p0207 N76-29856 P0140 N77 18167 STARHLE, R. W. Economics of correction policy N78-33335 Deligning for correction prevention p138 N78-33339 STARKS, K. S. Octomination of instrumentation requirements for USAF policy N76-23301 STOLK, H. A.
Glossey of documentation terms - Part 1: General MANTH. L. S. EKE, K. E. Swadish experience on correlations of flight results with used test predictions p0123 N76:28289 The development and demonstration of hybrid programm-able attitude control electronics p0247 N75-16281

niqued test predictions

[AGARD-AG-162-PT-1]

p0284 N74-34424

TERRANA, C. DLERRy, J. s.
Laminar and turbulent boundary layer separation at upersonic and hypersunic speeds p0038 N78-17049 Design evolution of the Bosing 2707-300 supersonic transport Part 1 Configuration development, serodynamics, propulsion, and structures p0066 N74-31487 Visual sculty of satigmatic subjects and fitness to sit posts and fitness to sit posts N75-23095 supersonic and hypersonic speeds force service STOLEKE, U.

Efficient sweetsment and optimization of display layout pours N76-17112 TERRAY, B.
The systems approach to Computer Output Microfilm p0265 N77-10950 mics, propulsion, and structures SWANSON, E. R. A nevigation monitor for VLF signals p0080 N78-32157 STORE, H. L.
Coronary flow and myocardial biochemical responses to high sustained + 0 sub a acceleration p0220 N77-11649 SWEETING. D. dern means of trajectography p0004 N75-21241 The Relevance of saleting automatic flight control systems to the future development of active control p0010 N75-30044 TERVO, W. K.
Control design considerations for variable pecimitry
p0091 N76-23583 STONE, R. W., JR. An elementary psychophysical model to predict ride comfort in the combined stress of multiple degrees of freedom p0215 N76-27705 TESCH, W. A.
Evaluation of several approximate models for laminar
ricompleabile separation by competition with complete
Navier-Stokes solutions p00033 N7E-17038 The introduction of accurate arroraft trajectory pradictions air traffic control p0068 N76-23206 freedom

STONESTREET, W. M.

Digital phase processing for low cost onega receivers
p0060 N7u-32156 in air traffic control The application of fracture mechanics in the development the OC-10 finalige p0193 N74-23428 THACKRAY, N. I.

Assessment of perceptual and mental performance in civil sylation personnal p0239 N75-28789 of the OC-10 fuselage SWINDLEHURST, P. W. STORBY, J.
The introduction of accurate straight trajectory predictions to any traffic control p0085 N75-23206 A military operator's view of sero-engine low sycle fats A minitary operator shaw of a minimum of the minimu THATCHER, N. F.
A conceptual model for operational street STORM, W. P. Comm, W. P.

Operational sepects of variations in elerinass
(AGARD-AG-189) p0222 N74-34570 p0238 N76-25781 THERY, C. The correlational structure of traditional task measures Influence of meteorological conditions on the position of the ground covered by sonic boomsp0256 N74-22460 The constational structure or transmission of the cognitive and engineering englogues of performance in the cognitive po238 N76-25784 Flow control streuits for toxic fluids p0182 N76-21446 SZALAI, K. J.

Design and flight experience with a digital fly-by-wire control system in an F-8 airplane p0105 N74-31450 SZESY, J. 6. A.

Opitical modelling of the atmosphere THIAVILLE, J. M.
Models for askulating flow in exial turbomachines The effects of two stressors on traditional and angineering nalogues of cognitive functioning p0240 N76-28793 BOO40 N77-12014 STRAKNO, G. is, is. High-performance compant wind tunnel design p0114 N76-28222 Swedish expensive on correlations of flight results with bund lest predictions p0123 N76-25299 p0203 N76-29816 STRANGE, D. L. P. THIBLEN, H. Nerrowband radio noise in the topside ionosphere b/158 N74-31834 T Blepped reflector entenna with a sector shaped main p0174 N74-1170 ATMINGEN, F. S.
The impact of opto-electronics upon evionics p0280 N75-10278 THIEMANN, H.
Modification of the plasma impedance of an antenna TABAKOFF, W. Transmission of circumferential injet distortion this due to ion sheath induced nonlinearities pO098 N78-25186 STRINGER, J.
Osidation, hot-corresion and protection of directionally p0131 N75 11044 p0158 N74-31836 TACCONI. G. THIENY, J. On the evaluation of man-made electromagnetic noise interfering with communications in the & L.F. range p0163 N76-18293 Problems of low cycle high temperature feligue in strongfi STRINGER, J. F.
High temperature corrosion of serospace alloys
[AGARD-AG-200] p0128 N76-11244 p0195 N75-10488 et engines

Comment on wear of non-lubricated places in turpo146 N75-22483 Digital ity-by-wire control system with selfdisgnosing fellure detection pp0108 N74-31481 bomachines [AGARD-AG-240] SYROEMBLAD, B. G. R. High speed ejections with SAAS seats p0218 N75-32726 Mehavior of engine cases associate po 196 N76-18482 B. L. C.
The use of computers to define military engraft struc-poc72 N76-17099 THOMAS, D.J. Bidengineering aspects of spinal injury in the OV-1
(Mohawki stratah 110043 N74-20759 STRONG, R. E. lutes Generation of composite material data for dea Flow control encuits for toxic fluids p0182 N78-21448 ita 10! design p0133 N76-19238 STROTHER, D. D. THOMAS, J. Research on Unplays for V/STOL involved and IMC operations p0013 N75-30070 Efficient assessment and optimization of display layout by continuous tachistosco-y-poc79 N76-12112
Astoneutical satellite system (AEROSAT) iffi, Mr. Nonlinear wave modulation of whistlar waves p0187 N74-31831 STROUGH, R. I. TAMIR. Y. POCES N76-23227 V/STOL deflector duct profile study p0087 N74-20417 Mixed-path considerations for radio-wave propagation in rest environments p0254 N75-22079 STUBBINGTON, C. A.
Metallurgical aspects of fetigue and fracture in titenti THOMAS, R. C.
V/STOL airoraft control/display concept for maximum operational effectiveness p0106 N74-21455 forest environments p0136 N76-19271 investigation of characteristics and practical implements: investigation of characteristics and previous strays (ion of arbitrarily polarized radiators in alb) arrays p0174 N74-31707 STUCK, B. E. THOMPKINS, W. T., JR. Ocular effects of leser radiation Cornea and anterior Exit flow from a transcolle pompressor rote TARAN, J. P.
Laser feman disgnostics of serodynamic flows and po183 N77-11234 10007 N76-28174 nhamia Three-dimensional flow calculation for a transonic impressor rotor pO041 N77-12019 MPPL, 9, 0.
Honzontal canada for Iwo-axis CCV fighter control p0009 N75-30033 THOMPSON, A. E. TARDY, J. STURGES, D. V.
Laboratory studies on phronic effects of vibration
pD214 N78-27694 Habitability design in kuropa's spacelali: A status port p0216 N76-28724 Methods used for optimizing the simulation of Concords SET using flight test results p0004 N75-30000

TAYLER, J. A.

A survey of low cost self-contained nevigation systems and their accuracies p0098 N76-32150 report HOMPSON, A. J. MOMPSON, A. J.
Traddmill sextrine testing at the USAF School of
Astropace Medicine. Physiological responses in sitetawmen and the detaction of latent coronary artery disease.
(AGARD-AG-210)
MOMPSON, A. W.
The effects of microstructure on the fatigue and fracture
of commercial transum alloys

policia N78-19272

JAMASSON L. Esium and unine changes in macaca mulatta following prolonged exposure to 12 Hs. 1 B g vibration p0214 N78-27695 Art.OR, A.F.

Fire, fuel and survival actions 1804 pt transport distributions accidents 1805 - 1874 poods N76-14(185 Art.OR, C. S.

Alteraft stalling and buffeting introduction and over of transport alteraft p0048 N76-14086 STURNOCK, D. Radiobiological problems of high altitude flights (below p0233 N77-16731 of commercial Hisritum alloys THOMPSON, N. R. SURE, R. M.
Theory of mining flow of a perfect fluid amount afterbody and a propulsive jut p0028 N78-234 DO026 N75-22281 TAYLOR, L. W., JR. scialists meeting on directionally sulidified in-situ p0028 N75-23493 composites [AGARD-CP-186] Application of a new citterion for modeling systems p0004 N75-30001 SUMERLIN, W. T. Husory reliability growth p0130 N78-11034 Technical avaluation report on AGARD subcidiars meeting on directionally solidified in-situ composites [AGARD.AR-78] BOIDO N78-24808 YAYLOR, M. J. Review of characteristic laser properties p0185 N75-16829 High reliability design techniques pO181 N76-24509 BUNYAGH, M. UNYAGH, M.

Correlations between far field acoustic pressure and flow characteristics for a single strictl p0286 N74-22647 Insetting on directionally solicitize in-thic demposers policial N75-1874."
Exhaust plums temperature effects on notale afterbody performance over the transonio Mach number range poozs N75-23304 TAYLOR, R. M. p0231 N76-27886 Map displays BURBEN, L. E.

Arrisme/propulsion system flow field interference and
the effect on air intake and exhaust nozzik performance TAYLOR, R. P. Recent technology advances in thrust vectoring sys-ms p0086 N74-20410 THOMPSON, P. A.
Production of superalloys from powders
polist N78-22753 p0030 N78-23508 SUSEMAN, M. N. TAYLOR, T. D. Nickel superalley powder production and fabrication to p0138 N77-15161 Terminal area considerations for an advanced GTQL sneport sircreft p0001 N78-21223 rerigal methods for predicting subspaid, transpaid and SUPERSONIO NOW [AGARDOGRAPH-187] fransport aircreft SUTCHIFFE, P. W. THOMPSON, G. O. p0176 N74-28766 Powder production, part 1 p0.142, N77-15177
SUTCLEFF, P. W.
Review of advanced powder metallurgical fabrication techniques in European NATO countries
[ACLARD-R-641]
SUTCLEFFS, P. W. TEGELER, D. C.
Nacelle-airframe integration model testing for nauella aimulation and measurement accuracy p0116 N76-25238 8-52 control configured vehicles program p0105 N74-31482 Potential benefits to short-haul transports through use settive controls pDOOR N75-30030 Wind tunnel investigation of control configured vehicle sterns Potential benefits to short-haul tra TEIGE. S. dish experience on correlations of flight results with systems Titentum powder metallurgy production by the Pohat casting process protection by the Pohat casting process suffice. J. R. MIRT N78-22784 HOMBON, A. G. R. TEIN, V. V. Aboustic fetigus design date, pert 4

[AdARD-AG-162-PT-4] p0197 N75-18623
THORNLEY, B. A. M. The introduction of new materials p0072 N76-17097 p0139 N77-18157 TIMPLEMAN, A. B.
The uteof geometric programming methods for structural p0198 N75-12360 The measurement of the transonu spillage drag of a pooz? N75-23468 Information requirements of engineering designers p0271 N/8-25110 aupersonic Intel® p0027 N78-23488 THORPS, C. J.
Flight measurements of the longitudinal secodynamic characteristics of a vectored thrust alroral (HE-P1127) throughout the transition p0122 N76-23286 THUEMMILER, P. SUTTON, S. J. High workload teaks of strorew in the tectical strike, attact Application of Markov chain theory to the modelling of IFF/BRN systems p0182 N78-14279 SUTTON, T. G., SN. and tennenneissanus Joies nO238 N76-12601 EN, F. Generalized dynamic engine almulation techniques for a dicital computers p0092 N75-23593 Agrespace fluidics applications and direuit manufacture Creep of ceramic meterials for yes turbine applications p0143 N77-16183 p0181 N78-21445 SUTTROP, F.
Some problems and aspents in combustor modelling p0149 N75-30373 TIFFANY, Q. F. p0193 N74-23430 Aurospace pressure vessels

I. It was a second

TYLER, J. S., JR. Model structure determination and parameter identifies VANETTEN. J. P. TIGHE, N. J HE, N. J. New design techniques for brittle materials p0143 N77 16165 Medium accuracy low cost navigation. Lotan-C varius e alternatives. p0062 N76-32173 tion for nonlinear aerodynamic flight regimes p0007 N76 30018 the alternatives TIJDEMAN H VANINGEN, J. L. VANINGER, J. L.

On the calculation of laminer separation bubbles in
two-dimensional incompressible flow p0034 N76 17040
VANMANSART, M.

Application of static and dynamic serrylynamic coefflowers to it a mathematical correlation of wind dynamic serresults on suicah spins p0107 N78-29252 An investigation of different techniques for unsteady pressure measurements in compressible flow and compar-Non inmining electromagnetic fields Environmental factors in relation to military personneip0233 N77-18732 anon with lifting surface theory
[AGARD-8-817] p0176 N74 18928
Comments on transonic and wing store unsteally p0178 N74 18928 TYLIR, N. A. in, n. e. Trust performance of podded lift fame in crossflow fluents to it a inathematical consistion of wind tunnal test results on sericals agin p0107 N78-29257 VANNETZES, G. D. E. Design problems related to radio communication with an integrated eliborae system p0162 N76-16266 VANNUMEN, J. W. C. Commence on measuring techniques for unateady dorivatives VANYUNEN, J. W. G. Notae Constitution of the Cons Ferodynamics [AGARO-R-836] p0087 N74-20420 p0038 N76-13059 TYRER. H. Some remarks on unsteady transonic flow Dailign for inspection and planning for maintenance of structural integrity pO388 N76 16461 p0039 N7B 24148 Systems problems associated with the use of safety als p0045 N78 14083 U TINBLEY. G. ILEY, G. Independent landing monitors/survey report pools: N78-23220 Notes concerning testing time requirements in steady and unsteady measurements pQ109 N74-31735 VANOWITCH, R. E. Correlation of occurrence of airmat, accidents with biohythmic criticality and cycle phase pQ234 N77-17720 UFFRN, J. P. STOL developments TIPPETTS, J. R. p0021 N77-14986 Flow control circuits for toxic fluids p0182 N76-21446 ULBRECHT, G.
Time dependence of the flight induced increase of free orthogy goriled secretion in jet pilots p0237 N75-12597 p0182 N78-21447 Development needs
TITIRIQ A. A., JR.
Design technology for departure resistence of highter
p0106 N76-29250 Development needs blothythmic crine-in, ...

VANSCHIE, J.

Decrease of contrast in the atmosphere. Statistical presentation of the results of deviline and night-time p0207 N76-19855 ULRICH, P. B. ich, e. s. Numerical methods in high power laser propagation p0206 N76-29845 measurements VANUFFELEN, J. P. Automatio testing of avionics systems for alectromismetic impatibility p3183-N76-16294 Selection technique of the aptimal frequency for data fransmission through the concepture p0165 N76-20317 Description of a self-edeptive system for data transmiscompatibility TOLLIBEN, H. L. UNGER G. P. ien, s. c. International medical information systems p0263 N74-27460 Technical aspects in the design of multi-channel data UNTERHARNSCHEIDT, F. aion through the ionombara p0197 N76
VARVELZE, P. L.
International natworking information retrieval p0187 N76-20324 p0077 N74-26941 Neuropsihology and cause of death in U.S. Neval straight accidents atmospheric turbul-p0126 N76-29308 Developments in the simulation of atr UPTON, H. W. 60285 N75 23379 ments TONKIN. A Research on displays for V/STOt low-level and IMC VANWEERT, M. J. M. The cyclic time slot interface and its influence on the software executive p0245 N75-16283 TOUGAS, D. A. The influence of frequency and receiver aparture on the scintification noise power p0180 N78-167/8 VANELA, J. A. Digital radar data processing for encours air traffic operations URBAN, L. A. µ0013 N75-30070 Parameter selection for multiple feelt diagnostics of gas arbine engines p0096 N76-31103 Parameter selection to the selection to the selection of n0077 N74-25940 p0082 N" 8-32074 TRACK, W. VARSHNEYA, N. C.
Remote serosol sensing with an absolute calib investigations for manufacturing turbine diacs of Ni-base superalloys by powder metallurgy methods p0140 N77-15167 double frequency lider B0203 N76-29819 TRASK, R. K. VAE, I. E.

An exploratory of a three dimensional shock wave boundary layer interaction at Mach 3 p0038 N78-17089 VATSA, V. N.

Finite difference solutions for supersonic separated and access NTS-17073 Octermination of Instrumentation requirements for USAF nges p0112 N76-23301 ranges TRACK, N. P., II Finishes standardization efforts
TRECA. M.
NDI of bonded structures
TRECICI, T. J. p018\ N78-21443 p0033 N78-17037 VAUCHERET, X. p0189 N76-16480 VACHIERY, V. REOICI, T. J.

Microstrabismus in flying personnel (diagnosis and po210 N75-23096 Valual aids and ey. protection for the svisior [AGAHD-CP-191]

USAF avistor classes HGU-4/P History and present po241 N77-12712 Well corrections for transonic trires-dimensional fi Use of computer in oir traffic control vanilisted wins tunnis politically politic p0083 N75-32076 Eurogontrol data processing systems VALENZUELA, G. R.

The second order Doppler spectrum of rader sea scho for frequencies above VHF p0282 N75-22061 VANAREDALE, D. P.

Standard mocadures/measures of effectiveness for Air Force operational test and evaluation (constant implovement task 2) p0110 N78-23286 00053 N75-32080 Comparative policy Non-2020, in various tunnels policy Non-2020, Minimizing wall interference in connectional transpolint test sections by using computer parametric studies policy North 1976. USAF stream interest po241 N771a71a
TRENOUTH, J. M.
Control of grain structure during supersitor powder
p0140 N77-15189 VAUGHAN, R. F. AUGHAN, R. F.
Comparative evaluation of forged Ti-6AI-4V her made from shot produced by the REP and CSC processes p0141 N77-15172 TRIBERN, E. S. imatic Right control system for a helicopter night stem p0016 N75-30079 An automatic landing system. TRINGALI, J. M. User requirements Automated services po265 N78-23382 VAUGHN, L. E. Fest intent recognition system (FIRST) Control design considerations for variable geometry points p0091 N78-23563 VANAVERBEKE, M.
Eddy gurrent NDI in airline maintniance p0246 N75-16271 engines TRIPLETT, W. E. VAYSSAIRS, J. C.
Addendum to a survey of correcting wall constraints in pollog N74-3173b po gammagraphy in stilline maintenance
p0188 N76-16468
Gammagraphy in stilline maintenance
p0189 N76-16472 Design considerations for an active suppression system for lighter wing/store flutter p0070 N75-32097 transonin winditunnuls p0109 N74-31739
Wall corrections for transonic three-dimensional flow in vanitiesed wind tunnels
Adeptation of the Jopps method to a wind tunnel with VANSEEK, E. J. TROIM. J. The problems associated with international design teams and their solutions p0072 N77-17096 VANCLEAVE, J. R. Resonance phenomena observed on mother-devolter Headnance prenomens observed on mother-raughts rocket flights in the surval ionospherepO188 N74-31835 TROLINGER. 1 D. Lass Instrumentation for flow field diagnostics [AGREDOGRAPH-186] pD185 N74-23082 a wind tunnel with p0019 N/7-11976 variable permeability VEDIN. D. A Dasign of a communications test (Tempest) receiver for Alternative media for information transfer p0270 N/6-25102 maximum broadband dynamic ranga p0164 N76-16295
VANDEMOESDLIK, G. A. J.
Simulation of patchy atmospheric turbulanca based on measurements of actual turbulance p0126 N78-29307 TRONGA, A. VEGH1E, J. H. DOISS N75-15471 The physiology of cold weather survival [AGARD-R-620] TROUGHTON, A. J. p0048 N74-33834 p0049 N74-33842 The significance of various management and technical techniques on aircraft structural design p0071 N78-17093 VANDENBERG, M. Cold physiologic studius
VERMEULEN, H.
KSSU AIDS engine shalysis elonal separation of an incompressible Three dimensional separation of turbulent boundary layer on an infinite swept wing p0037 N78-17062 p0096 N75-31104 TROXLER, R. G.
The role of the clinical laboratory in serospace medic-VETTE, J. I. VANDEPSCHEE, E. J. Synthesis and distribution of environmental satellite Citical survey of methods p0188 N75-14484
VANDERWEEN, E.
Operational selects of variations in alertness
(AARD-AG-188)
VANDERWEEN, J. 2. n0228 N76-27819 VETTER B. Action of low vibration frequencies on the cardiovascular Common problems encountered in let pratory screening of USAF flight craws for latent coronary strery disease p0228 N76-27822 p0214 N76-27692 system of man p0214 N78-27692 Injuries observed following high-speed ejentions in the French Air Force 0217 N75-32721 Application of flight stress simulation techniques for the Operational aspects of variations in startness [AGARD-AG-189] p0222 NANDERVFLDE, R. L. p0222 N74-34570 OCR, A. N.
Digital computer sepects of the instrumentation and control of the new RAE 5 metre line speed tunnel p0018 N77-11970 Yechnical aspects in the design of multi-channel date medical evaluation of aircraw personnel Yeehnkus appears p0077 Nr/s 4us=-collection systems p0077 Nr/s 4us=-VANDERVORST, A. C. A. Depoterization and noise properties of wet antenna p0180 N78-18285 p0229 N76-27826 VIATOUR, P. rightton proofing of fuel tanks with oxygen-deficient air obtained by diffusion through a semi-permeable memb-rane p0046 N78-14065 High-exampth powder-metallurgh cobalt-base alloys for use up to 680 deg C p0141 N77-18171 VICENTINI, V.
Determination of slant visual range from lider signatures, analysis of simulated signatures p0207 N75-28849 A fly-by-wire flight control system for decoupled manual control pO104 N74-31443 VANDITSHUIZEN, J. C. A. TUPPER A A Low cost navigation processing for Loran-C and ornega p0060 N76-32156 Design and calibration of the 1/10th scale model of the NLR low speed wind tunnel tST 8x6 VICTERS, R. J. Use of simulation in the design, development and testing TURNER, D. V. Traffic modelling of military communication systems on digital computers p0248 N75-1d287 of power plant control systems p0092 N75-23595 p0114 N76-25221 VIDAL R. J. VANDOGRN, J. T. M. Experiments with a self-correcting wind tunnel TURNER, G. M. 0078 N74-25946 Data processing VANDRHEL, R. An anthropometric survey of 2000 Royal All Fires Aircrew, 1970/71 [AGARD-AG-181] p0222 N76- 936 p0114 N76-25224 VIEHWIGER, G. mathematical model for the analysis of navigation Aerodynemic interference between fuselage and lifting jets emerging from its lower part p0086 N74-20413 Detailed experimental and theoretical analysis of the serodynamic interference between lifting jets and the fuselage and wing p0030 N75-23808 system errors of modern fighter aircraft TURNER, M. R. Active flutter suppression p0062 rl76-32172 p0070 N7: 32098 VANDRUNEN G. Powder fabrication of fibra-reinforced superalloy turbina blades p0141 N77-15170 TYLER, J. M. Jet engine noise and its control

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p0093 N75-30170

Concept CCV and specifications

p0068 N74-31480

The stell/spin problem

p0106 N78-29246

Required pilot chee and displays for takeoff and landing p0003 N75-21237 WEIST, G. High frequency gust tunnel p0116 N76-25242 investigation of the relative merits of different power plants for STOL-eitersh with blown flap application p0065 N74-20406 MINN. T. WANEBBOURH.WHITE O n, r. Inelastic behaviour of composites (plastic prediction by nit analysis) p0132 N75-23702 Graphic stee naviration with VOR/VOR, and VOR/DME pouts limit analysia) inputs WARD, C. L. WELLS A. N. T. Watte, C. H. VINCENT. J. Fire protection of military aircraft p0047 N75-14078 The use of II: right evaluation for the assessment of aircraw fitness alrc- w fitness [AGARD-CP-182] p0227 N78-19789 US Army medical in-flight evaluations, 1965-1975 p0227 N78-19790 LB, C. H.

Design procedures for elevated temperature tow-cycle
poigs N75-10494 VIVIAND, H. n. del solution of the Navier-Stokes equations for ible fluids p0177 N75-31311 fetigue Numerical solution of the reaver-crozes equations for compressible fluids p0177 N75-31391 Computation of viacous compressibly flows based on the WILLS W B LB, W. R. Estimation of electic electalt serodynamic parameters p0008 N75-30028 WARD, W. D.
Studies of exymptotic TIS p0225 N78-17790
WARZYNSKI, R. R.
Developmental inicron laboratory test results p0014 N75-30076 Transmission of circumferential inlet distortion through p0098 N76:25188 p0176 N76-11380 WELTE, D. WARRENAM IS E Prediction of serodynemic interference affects with jet-lift and fan-lift VTOL sincraft p0025 N75-13518 VASCERMAN, D. E.
Laboratory studies on chron-c effects of vibration
exposure
pp.214 N75-27884
Setum and unne changes in macaca mulatte following
proto-ged exposure to 12 Hz. 1.5 g vibration VLIEGER, H. up sheet structures, wings p0183 N74-23427 WENTZELL J. SA. VOSE, V. M. Metal powder production by vacuum atomizati ♥: M. ucha-mhusininginal and nhusin, mhaningi sassasman: of p0140 N77-18165 Psycho-physiological and physio-chemical assessment of acceleration induced changes in humans positioned in various seathack angle configurations p0220 N77-11847 p0214 N78-27695 WENZEL H. WATERHOUSE, R. S.
Physics and metallurgy of fretting
WATERS, J. H. Fog dispersal at airports, the state of the art and future trends poo66 N76-23216 Analysis of finite arrays of rectangular apertures on upnducting electric coated cylinders (0172 N71-31892 WATERS, J. H.
A digital controller applied to the Domination of reflect probability of the probability of the probability of the probability of the probability of controlled eirspece p0053 N78-23192 WERDER, K. V. Time dependence of the flight induced increase of free urleasy contact secretion in jet pilots p0237 N75-12887 RRLE, H. 2T, L. H.
Effects of transient starations on human safety and
erformance p0213 N76-27681 ALE, M. Phenomenological investigations of separated flow using VOISINET, R. L. P. WATSON, I. A.
The Relevance of existing automatic flight control systems An experimental investigation of the compressible turbulent boundary layer separation induced by a continuous flow compression p0035 N76-17048 RLE, M. J. Finite difference solutions for supersonic separated p0033 N76-17037 to the future development of active cop0010 N75-30044 VOLK, F.
Determining the shelllife of solid propellants
p0144 N77-11194 WERNER, C. WERNER, C.

Determination of alent visual range from lider signatures, analysis of simulated signatures p0207 N78-29848 WERNER, C. T.

The threat of tropical diseases and presistoses (some epidemiological and clinical aspects) p0224 N78-14772 WATTE, A. C. D. Highlights of key characteristics considered fundamental to any ravigation system that might be introduced into British Army sizeralt p0089 N76-32149 VONBAUMGARTEN, N. J. In-flight linear acceleration as a mean of vestibular crew ***aluation nod hebituation no227 N78-19795 WAUER, J. C. otical considerations in implementing Kalman filters DOBS N76-24202 WENSTERN, M. L.
UHF linear phased arrays for seronauting satellite e Areupson and newtustion pd227 N79-19798

CONDECEN, N. J.

Paycho-physiological and physio-chemical assessment of
succleration induced changes in humans positioned in
verticus seatback angle configurations pd220 N77-11847
VORDENDECKEN, J. WAUMB, D. p0171 N74-31687 communications
WEWERINKE, P. M,
A simulator study to investigate human operator workload pf.335 N75-12569 A crossed-slot belt array entenne for satellite applica-tion p0170 N74-31682 VONDERDECKEN, J.

Measurement techniques for jet interference affects policy for the policy for policy for the WAYNICK, A. H. load WEYER, H. Unsteady flow measurements in turbomechinery p0177 N76-Introductory survey: Wave interaction ionosphere: A survey pot otion in the lower p0188 N74-31838 p0177 N75-30478
WEYER, H. B.
Analysis of unsteady flow in a transonic compressor by meens of high-response pressure measuring techniques p0097 N75-28179
A laser-dual-focus velocimeter for wind tunnel applications
Compressor design and experimental results
p0041 N77-12024
Comparison between the calculated and the experimental results of the compressor test cases
p0041 N77-12024
WMARF, J.
The use of modern light emitting displays in the high illuminance conditions of alteraft cockpits
p0079 N75-17118 D0177 N78-30476 WEATHERFORD, W. D., JR, Status of research on antimist al fuels in the United States craft turbine engine WEATHERLY, G. C.
The structure and thermal stability of extentic slibys
p0130 N75-11036 VONMENTER, U. Distance of stability derivatives from flight test results comperison of five analytical techniques p0005 N75-30007 WEAVER J. A OCR and its application to documentation: A state of the src review
[AGARD-AG-216] p0266 N77-11907 (AGANU-nu-s-v.)
WEAVER, R. E., JR.
System approach to practical nevigation
p0062 N76-32174 ng of structures for modern VG fighters b0146 N75-22469 VOWLES, D. F.
Structural effects of engine burst non-conteinment pits p0079 N78-17118 WHEELER, T. G.
Determination of instrumentation requirements for UBAF
p0112 N76-23301 SB, J. T. Syntectic methods for the prescription of processes p0245 N75-16259 VREEBURG, J. P. B.

A linear array of blade entennes as an aircraft entenne for satellite communication pO171 N74-31888 WEBER, O.

Qround-based equipment

WEBBTER, A. R.

The propagation of radio waves through periodically varying media WHIPPLE, R. D. D0078 N74-25944 F-14A stall spin prevention system flight test p0108 N76-29263 WHITAKER, R.
Alt driven ejector units for engine simulation in wind tunnsl models p0116 N78-28239 WHITCOMB, M. A.
Effects of long duration noise exposure on hearing and -A physiological comparison of the protective velue of nylon and wool in a cold environment p0049 N74-33540 WAGNER, F. V. SNER, F. V.
Implications of future developments in computing schoology p0268 N77-16946 health [AGARD-CP-171] T, J. S. Review of ground wave propagation over non-uniform p0263 N76-22067 60228 N78.17788 WHITE C. G. surface WALDER, A. WRHRUM, A. Reliability specification for gas turbine control syste RHRUM, A. Dependence of leminar superation on higher order boundary layer effects due to transverse curvature, displace-ment, velocity slip and temperature jump p0033 N76-17034 influence on the mechanical properties of verious processing parameters applied to nickel base superalloys powders p0140 N77-15168 WHITE, E. R. Engine health monitoring in a civil airline p0096 N75-31106 WHITE, R. G.
The flight development of electronic displays for V/STOL approach guidance p0013 N78-30068
A programmable roster-based display system for use with electro-optical sensors p0062 N78-17139 The behaviour of Loran-C ground waves in mountainous An integrated reliability program utilized for alroration industrial and marine gas turbines p0098 N75-31107 terrain WALKER, R. H., JR. Operational practicality of its away ejection seats p0044 N74-20763 p0284 N78-22076 Computer modeling of communications receivers for distortion enalysis WEINER, D. D. electro-optical sensors p0082 N78-17138 WMITE, W, F, JR. importance of helicopter dynamics to the mathematical model of the helicopter p0007 N78-30019 WHITELAW, J. N. WEINSTEIN, W. D.
The ASSET (Advanced Skewed Sensory Electronic Triad) "Olating notate afterbody interaction parameters and size effects: A new approach p0029 N75-23803 WALL R. A. Axial flow compressor performance prediction p0010 N75-30043 MITELAW, J. M.
Investigation of a V-gutter stabilized flame by laser anamometry and schileren photography WEINSTOCK, J. INSTOCK, J.

Modified electron distribution function during parametric examples p0156 N74-31821 p0101 N76-26211 DO154 N77-11246 WALLACE, R. A.
Recent hardware developments
systems for US military strongt
WALLACE, W. WHITPIELD, E. L.
Noise and flow management in blowdow for electronic display p0080 N76-17124 WEIRATHER, L. H. p0077 N74-25937 nets wHITMOYER, R. A. Horizontal canada for two axis CCV lighter control p0009 N75-30033 Transucus.
W8188. H. Q.
ADSIL/DABS: A selective address secondary surveillp0084 N76-23199 Control of grain structure during superalloy powder goessing p0140 N77-18189 Wates, J.
Inertial navigator for commercial strilines Engine health monitoring in a civil sirline p0096 N75-31106 Amplitude scintilistion observations and systems applica-tion p0184 N76-20304 WHITLEY, G. C. p0061 N76-32163 WALSH, R. H. WEISSMAN, C. C. WMYTER 7, G. G. Comparison of model and flight test data rur an augustion with grant torwing 8TOL research storart WMYTE, R. B. Wide-cut versus kerosens fuels with the cut versus kerosens fuels fire sefety and other p0045 N76-14062 Systems problems associated with the use of safety els p0048 N78-14083 Preliminary aircraft design (AGARD-LS-65) WALTHER, K. C.
Ultrasonic and equatio methods p0189 N76-16473
WAND. R. H.
ionospheriolimitations on the angular ecouracy of setellite p0164 N76-20303 (GARD-LR-66) Introduction to preliminary stroraft design p0068 N74-32421 DOGS N74-32420 WEISEMAN, N.
Potential payof of new asrodynamic prediction met-p0067 N74-31478 Ignospheric limitations tracking at VHF or UHF WANNER, J. C.

CHENS, R. M.
The spanwise lift distribution and trailing vortex wake downwind of an externally blown jet Rap p0023 N75-13800

WIEDEMANN, J. Stress and strength analysis of reinforced plastic with holes. Consequences on design p0132 N75-23705 WIEDERMORN, 8. M.

New design techniques for brittle materials p0143 N77-16186

WIELAND, K.

The development and flight teating of the propulsion system of the VAK 191 B V/STOL strike and reconnaissance e and reconnaissance p0089 W74-20432 WIELER, K. E.

A universal electromagnetic compatibility (EMC) analyses A universal electromagnesic computing basic credit modules p0 164 N76 15297 WIGGINS, D. A.
Hydraulic controls for active flutter suppression and load p0071 N75-32104

alleyistion WIGMORE, C.

A multiple scattering correction for lider system p0206 N76-29841

WIJNANDS, A. P. J. Aerosonic games with the sid of control elements and externally generated pulses p0255 N74-22662 WILCOX, F. A. p0258 N74-22662

Reynolds number affects on bostfall drag of exhaust nozzles from wind tunnel and flight tesss DO028 N75-23506

WILDE, D. U. Maximizing user benefit from a technical information p0270 N76-25103

canter
WILEY, R. W.
Vision with the AN/PVS-5 night vision goggle
p0241 N77-12715

WILHELM, H. Strain gauge measurements on storaft, volume 7 [AGARD-AG-180-VOL-7] yo 199 N76-WILHELM, K. K. NO189 N76-25580

Steep approach flight test results of a business-type craft with direct lift control p0004 N75-21240 altereft with direct lift control

WILLIAMS, B. J. S.

WILLIAMS, B. J. S.

Effects of duration of vertical vibration beyond the proposed ISO "fatigue-decreased proficiency" time. or the performance of various tests p0215 N75-27702 WILLIAMS, B. J. S.

The use of microfiches for scientific and technical reports.

Considerations for the arnali user
[AGARD-AG-198]

p0264 N78-17229

WILLIAMS, C. D.

A low-correction wall configuration for stribil testing p0116 N76-25234

Assessing an aviator's ability to hear speech in his perational anticomment p0209 N75-23085 operational environment WILLIAMS, D. D.

C Jesnanse BOOMS N78-12887 Aerodynamic responsi WILLIAMS, D. L. Production of superalloys from powders p0187 N75-22753

WILLIAMS, F. A.
A review of some theoretical considerations of turbulant fame structure p0148 N75-30364
WILLIAMS, H. P.

Influence of topography and atmospheric refraction in Influence po254 N75-22080

Influence of topography and atmospheric retreation in U14F ground-air communications p0284 N75-22080 WILLIAMS, J. General technical information Supplementary contribution on storaft performance considerations for noise reduction p0085 N74-26488 Problems of noise testing in ground-based facilities with foundation and atmospherical N75-26281 p0121 N78-25281 forward-speed simulation

WILLIAMS, J. C.
The effects of microstructure on the fatigue and fracture communical illanium alloys p0136 N76-19272 WILLIAMS, J. E. E.

The mechanics of sound generated by turbulent flows p0256 N74-22841

Impulsive sources of serodynamic sound p0256 N74-22642 sound: Oral script p0256 N74-22643 of the introductory review lecture

WILLIAMS, P. R. Q. Impact of active control technology on on sircraft dissign p0009 N75-30032

WILLIAMS W A Stability and control status for current fighters p0016 N78-14923

Stability and control potential for future fighters p0015 N78-14024

WILLIAMSON, R. G. Thrust performance of podded lift-fant in crossflow p0087 N74-20420

WILLMER, A. C. Reveise thurst experience on the Concords

DO028 N75-23496

Determination of low specification was supported by tunnel wall statio pressure measurements p0116 N70-28235 Determination of low specif wake block are notrections

MATCALS. Expansion of capacity for expeditionary rhelds p0054 N76-23201 WIMBAUER, J.

Compatibility of take-off and landing with mission and manoeuvia performance requirements for fighter alteralt p0001 N75-21221

WIMPARER J K. Prediction and analysis of the low speed stall characteristics of the Bosing 747 p0026 N75-22283

n and construction of the alpha jet flutter model p0117 N76-25245

WINGROVE, R. C. Parameter estimation of powered-lift STOL altorate characteristics including turbulence and ground effects poods N75-30025

WINSTANLEY, J. V A multiple scattering correction for lider system p0205 N76-2984 !

WINTER, H. Experiences in flight testing hybrid navigation systems 10068 N76-24204

WINTERPELD, G. On the applicability of reticulated fosine for the suppression of fuel tank explosions p0047 N76-1407 n0047 N76-14076

WIRTH, G. Processing of dispersion hardened materials p0167 N76-22752

WISLEDER, R. W.

An experimental evaluation of various electronic cockpit displays for sir/ground data link communications p0079 N76-17116

WITHEY, W. R. The respiratory and metabolic effects of constant amplitude whole-body vibration in man p0214 N78-27698

WITT, R. H. Near-net powder metallurgy airframe etructures p0142 N77-15176

WOLCOTT, J. H.
Correlation of necurrence of aircreft accidents with
biohythmic criticality and cycle phase p0234 N77-17720

Design optimization of the VAK 1918 and its evaluation based on results from the hardware realisation and test data p0068 N74-31479

WOLF, I. G. Air traffic flow control pOOB1 N75-32061

art w. w. w. Application of the computer for on-site definition and control of wind tunnel chape for mini ninimum boundary p0019 N77-11975 Interference WONG, A. Y.

Modeling of Ionospheria parametric interactions in the QUIPS device p0156 N74-31820 Theory of double resonance parametric tonosphere pt WONG, J. K. S. p0156 N74-31823

Flame propagation in aircraft vant systems during soldelling pocks N76-14068 refuelling WONG, N. S.

investigation of characteristics and practical implementa-tion of arbitrarily polarized radiators in slot arrays p0174 N74-31707 WONG, P. J.

Local and regional flow metering and control bO051 N75-32062

p0192 N74-23417

WOOD, P. M.
A literature survey on jets in groseflow HOO28 N78-13821 W000, W. D.

redictive techniques for wake vortex ex evoidence pOOBS N76-23214 WOODCOCK, R. J. h0108 N76-29246 The stall/spin problem

WOODFIELD, A. A. OODPIELD, A. A.
Flight measurements of the longitudinal sarobynamic characteristics of a vectored thrust sicrest (HS-P1127) throughout the trensition pU122 N76-25296

WOOLARD, H. W. US Air Ferce V/STOL aliciaft aerodynamic prediction pools N78-13817 methods WOOTEN, D. G.

Recent agricultural scroraft socidents in the United p0234 N77-17723 WORMLEY, D. N.

A review of vortex diode and triode static and dynamic design techniques p0180 N76-21432 WRIGHT, B. R. Status of research on antimist alteraft turbine engine

p0045 N78-14061 fuels in the United States WRIGHT, D. L.
Low dost self contained solutions to the navigation problem in rotery and fixed wing aircraft

pOOS1 N76-32169 WAIGHT, J. W.

Onset, growth and motions of lonospheric disturbances caused by high intensity electromagnetic heating p0155 N74-31817 WRIGHT, P. J.

A comparative study of atmospheric transmission at three leser wavelengths in relation to the meteorological parameters p0203 N76-29818 WRIGHT, R. E.

Avionics system architecture WU, E. M. nO243 N78-16241

Failure criteria to fracture mode analysis of composite iminates p0132 N75-23700 WU, J. M.

On some problems encountered in a theoretical study of the external flow over a nozile configuration in transonic flight pooza N75-23499 On transonic high Reynolds number flow separation with severe upstream disturbance p0118 N78-35255

severe upstream disturbance WUENNERSERG, H.

ENNERSERG. M.
Determination of stability derivatives from flight test euits comparison of five analytical techniques.
p0005 N75-30007

WUENNENBERG, H. J.

Multipath in an aeronautical satellite system DO255 N75-22062

WILLIAM W with solid particles: Research and development p0182 N77-12354 WULF. R.

Wind tunnel testing with engine simulation for V/STOL airplanes p0066 N74-20409 investigations on a plate with uniform boundary layer

auction for ground affects in the 3 m x 3 m low speed wind tunnel of DFVLR-AVA p0116 N76-25241 WULEP, E. J.

Space life support technology for a modular integrated utility system pi0218 N75-29723 WUNNERSERG, M.

Comparison of serodynamic coefficients obtained from theoretical calculations, wind tunnel tests, and flight tests data reduction for the Alpha Jet aircraft

PO122 N76-28285 WYETH, H. W. G.

Fire protection of fuel systems in combet aircraft 80042 N78-14076 WYMAH. G.

WYMMAN, G.,
Computer generation of ambiguity surfers for rader
waveform synchesis p0162 N76-16280
WYNOSKY, T. A.
V/STOL deflector dust profile studyp0067 N74-20417

Y

YAGGY, P. P. Numerical methods for predicting subsonic, transpring and

AGARDOGRAPH-187 p0178 N74-28768

YANDWITZ, F.
Treadmill exercise testing at the USAF School of Aenospaus Medicine: Physiological responses in stratew-men and the detection of latent coronary artery disease [AGARD-AG-210] p0222 N78-29736 YANTA, W. J.

Applications of the laser Doppler velocimeter to measure aubsonic and supersonic flows p0181 N77-11223 YANYMOVYCH, M. I. Energy-related research and development in the United Biates Air Force p0201 N78-18979

YATES L

Distant Object Attitude Messurement System (DO-MB) p0110 N76-23266 AMB

AMR)
YINGLING, G. L
Quidance philosophy for military instrument landing
00003 N75-21233

YORK, E. E. A fly-by-wire flight central system for decoupled manual p0104 N74-31445

control YOSMIHARA, H. The many facets of 3D transplic shock inducer separa-p0036 N76-17070

p0289 N14-22070 Messurements in separating two dimensional turbulent pDG34 N76-17042 houndary lavers

YOUNGE, D. R.
Microprogrammed computer combined avionics display and data processing

p0248 N75-18286 YOUNGS, E. G. D.

Atmospheric limitations of active and passive night vision ystems p0206 N76-29857

C. L. Roll plane analysis of on-electric antennas p0173 N74-31706 YURA, H. T.

Physical model for strong ontical wave fluctuations in the atmosphate p0205 N76-29832

Z

ZACH, R. K. Resilisation and flight tests of an Integrated digital flight portrol system p0105 N74-31447 control system

ZACHARIAB, A. An experimental study of the influence of the jet parameters on the effetbody dray of a jet engine nacelle enale model p0178 N78-16360

Influence of let par imeters: Boattail pressure distribution pQ180 N76-16369

and pressure view
ZACKAY, V. F.
Fundamental considerations in the design of farrous
p01:36 N76-19273

F-8 digital fly-by-wire flight test results viewed from an active controls perspective p0011 N75-30049

ZAMLUTTI, C. J.

Observations of enhanced lon line frequency spectrum during Arecibo ionospheric modification experiment

p0155 N74-31816 ZAPATA, N. N.

Magnetic suspension techniques for large scale serodynamic testing p0118 N76-25250 ZAZO, F.

The importance of the chasge of thiocyanates in urine and blood of flying personnel for the prevention of diseases of visual function p0209 N75-23092 ZEHNER, B.

ZEMREN, J. C.
Feasibility study of a HF antenna with elliptical potentiation used for telegraphic transmission with very high speed
ZIEREP, J.
Theory of flows in congressible media with heat addition.

Theory of nows in water Theory of nows in the Itan [AGARDOGRAPH-191] p0176 N74-28822 ZINNEMANN, 0. Medical officer carser menagement and retention in NATO armed forces: A working group report [AGARD-8-635] p0276 N76-17985 ZONARS, 0. Effects of varying Reynolds number and boundary layer displacement thickness on the external flow over notate boatstate. The many facers of 30 transonic shock induced separation p0038 N76-17976

The many received to pool and provided to provided to pro

ZWERN, J.

Some multicomputer configurations for reliability in ATC
systems
ZWAAN, R. J.

Calculation of serodynemic basis on oscillating wing/
stors combinations in subsonic flow p0031 NTS-28016
ZWICKER, M. R.

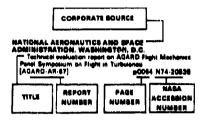
Experimental determination of single and multiple pulse propagation

p0208 NTS-28847

CORPORATE SOURCE INDEX

AGARD INDEX OF PUBLICATIONS (1974 - 1976)

TYPICAL CORPORATE SOURCE INDEX LISTING



Listings in this index are arranged alphabetically by corporate source. The title of the document provides the user with a brief description of the subject matter. The report number helps to indigate the type of document cited (i.e., translation). The page number identifies the page in the abstract section (Part 1) on which the citation appears. The NASA accession number denotes the number by which the citation is identified on that page. The titles are arranged under each corporate source in ascending accession number order.

A

ADMINALTY BURFACE WEAPONS	L STABLISHMENT,
PORTSDOWN (ENGLAND). Adaptive signal selection for disp	avelue channels and its
practical implications in communica	
proceed impressions in sommer.	p0166 N76-20323
ADMIRALTY SURFACE WEAFONS	ESTABLISHMENT,
PORTEMOUTH (RNGLAND).	
Antenne and conducting screen	on a lossy ground
man and a second control of the second	p0283 N75-22073
Channel estimation techniques fo	p0166 N76-20316
ADVISORY GROUP FOR AFRONA	
AND DEVELOPMENT, PARIS (FRA	
Peripheral vision artificial horizon	
	p0215 N75 27703
The ISC guide for the evaluation	
vibration exposure	p0216 N78 27706
Impact of active control technol [AGARD-CP-167]	p0008 N78-30027
Osteotion and location of shelters	
Volume 1. Executive summary.	/olume 2: Appendixes
(ARS9)	p0272 X75-70672
Technical evaluation report on th	
Panel Symposium on Precision We	apon Delivery Bystems
EME [AGAHD-AH-74]	p0063 X78-70673
Precision Weapon delivery system	
(AGARD-CP-142)	p0063 X75-70674
Aircraft design integration and	
(AGARD-CP-147)	p0076 X75-70675
[AGARD-CP-147] ADVISORY GROUP FOR AEROSP.	p0076 X75-70678 ACE RESEARCH
(AGARD-CP-147) ADVISORY GROUP FOR AEROSP. AND DEVELOPMENT, PARIS (PR/	p0078 X75-70878 ACE RESEANCH INCS).
[AGARD-CP-147] ADVISORY GROUP FOR ARROSP AND DEVELOPMENT, PARIS (PR/ An overview of US Army helico; and maintainability	p0078 X75-70878 ACE RESEANCH INCS).
[AGARD-CP-147] ADVISORY GROUP FOR ARROSP AND DEVELOPMENT, PARIS (PR/ An overview of US Army helico; and maintainability	p0078 X75-70878 ACE RESEANCH INCS).
[AGARD-CP-147] ADVISORY GROUP FOR ARROSP AND DEVELOPMENT, PARIS (PR/ An overview of US Army halicop and maintainability [AGARD-R-613] Wathemstleal models of human	p0076 X75-70678 ACCE, liter structures reliability p0064 N74-18682 pilot beliavior
[AGARD-CP-147] ADVISORY GROUP FOR ARROSP AND DEVELOPMENT, PARIS (FR An overview of US Army helico; and mainteinability [AGARD-R-613] Wathemstein models of human [AGARD-AG-188]	p0076 X75-70878 AGE RESEANCH NGCB). Her atructures reliability p0064 N74-18682 pilot beliavior p0236 N74-18807
[AGARD-CP-147] ADVISONY OROUP FOR ARROSP AND DEVELOPMENT, PARIS (FIX An overview of US Army halicop and maintainability [AGARD-R-81] Wathermitoal models of human [AGARD-AG-188] AGARD Right test instrumental	p0078 X74-70878 AGE RESEANCH INICE). Iter structures reliability p0084 N74-18682 pilot beliavior p0236 N74-18807 ion series. Volume 8
[AGARD-CP-147] ADVISORY GROUP FOR AEROSP AND DEVELOPMENT, PARIS [PR/ An overview of US Army helicog and maintainability [AGARD-R-613] Wathematical models of human [AGARD-AG-188] AGARD Right test instrumental Magnetic recording of flight test at	p0078 X75-70678 AGE RESEANCH NICE). Nor structures reliability p0064 N74-18682 pilot beliavior p0236 N74-18807 ion series. Volume 5- its
[AGARD-CP-147] ADVISORY OROUP FOR ARRORP AND DEVELOPMENT, PARIS (FIX As everylew of US Army halicop and maintelnability [AGARD-R-813] Mathematical models of human [AGARD-AG-188] AGARD flight test instrumental Magnetic recording of flight test of (AGARDOGRAPH-186) VOL-8]	p0078 X78-70678 AGE RESEANCH NCES. liser structures reliability p0084 N74-18682 pillot beliavior p0238 N74-18607 lon series. Volume 5- lite p0077 N74-18833
[AGARD-CP-147] ADVISORY GROUP FOR AEROSP AND DEVELOPMENT, PARIS [FR/ An overview of US Army halico; and maintainability [AGARD-R-813] Wathemalical models of human [AGARD-AG-188] AGARD Right test instrumental Magnetic recording of Right test di [AGARD-GRAPH-160 VOL-8] An investigation of different te	p0078 X78-70878 ACE RESEANCH INGS). Iter structures reliability p0064 N74-18682 pilot beliavior p0238 N74-18807 ion series. Volume 8 Ne p0077 N74-18833 iohniques for unsteady
[AGARD-CP-147] ADVISORY OROUP FOR ARRORP AND DEVELOPMENT, PARIS (FIX As everylew of US Army halicop and maintelnability [AGARD-R-813] Mathematical models of human [AGARD-AG-188] AGARD flight test instrumental Magnetic recording of flight test of (AGARDOGRAPH-186) VOL-8]	p0078 X78-70878 ACE RESEANCH INGS). Iter structures reliability p0064 N74-18682 pilot beliavior p0238 N74-18807 ion series. Volume 8 Ne p0077 N74-18833 iohniques for unsteady
[AGARD-CP-147] ADVISORY GROUP FOR ARRORP AND DEVELOPMENT, PARIS [PR An overview of US Army helicog and mainteinability [AGARD-R-613] Wathemsiloal models of human [AGARD-AG-188] AGARD Right test instrumental Magnetic recording of flight test is [AGARDOGRAPH-160-VOL-8] An invastigation of different to pressure measurements in compression with lifting surfaces theory [AGARD-R-617]	p0078 X78-70878 AGE RESEANCH IN CE). Iter structures reliability p0064 N74-18682 pilot beliavior p0238 N74-18807 ion series. Volume 5- Ne p0077 N74-18833 solnivious for unsteady sible flow and compar- p0176 N74-18928
[AGARD-CP-147] ADVISONY OROUP FOR AEROSP AND DEVELOPMENT, PARIS (FR/ An overview of US Army halico; and maintenability [AGARD-R-613] Wathemsiteal models of human [AGARD-AG-188] AGARD DR flight test instrumental Magnetic recording of flight test of (AGARD-OGARTH-160-VOL-8) An investigation of different to pressure measurements in compression with lifting surface theory [AGARD-R-617] Technical evaluation: report on	p0078 X79-70878 ACE RESEANCH INGS). Iger structures reliability p0064 N74-18682 pilot beliavior p0238 N74-18897 ions series. Volume 8-les p0077 N74-18833 ioninques for uniteady sible flow and compar- p0176 N74-18928 Fluid Dynamics Parisi
[AGARD-CP-147] ADVISORY GROUP FOR ARRORP AND DEVELOPMENT, PARIS [PR/ An overview of US Army halicog and maintainability [AGARD-R-613] Wathemalical models of human [AGARD-AG-188] AGARD Right test instrumental Magnetic recording of flight test of [AGARDOGRAPH-180-VOL-8] An Investigation of different is preseure measurements in compression with libra surfaces theory [AGARD-R-617] Technical evaluation: report on Specialists Meeting on noise ment	p0078 X78-70678 AGE RESEANCH NGCS). Iter structures reliability p0084 N74-18682 pilot beliavior p0236 N74-18807 ion series. Volume 8- p0077 N74-18833 solniniques for unsteady sible flow and comper- p0176 N74-18928 Fluid Dynamics Penel enisms
[AGARD-CP-147] ADVISONY OROUP FOR AEROSP AND DEVELOPMENT, PARIS (FR/ An overview of US Army halico; and maintenability [AGARD-R-613] Wathemsiteal models of human [AGARD-AG-188] AGARD DR flight test instrumental Magnetic recording of flight test of (AGARD-OGARTH-160-VOL-8) An investigation of different to pressure measurements in compression with lifting surface theory [AGARD-R-617] Technical evaluation: report on	p0078 X79-70878 ACE RESEANCH INGS). Iger structures reliability p0064 N74-18682 pilot beliavior p0238 N74-18897 ions series. Volume 8-les p0077 N74-18833 ioninques for uniteady sible flow and compar- p0176 N74-18928 Fluid Dynamics Parisi
[AGARD-CP-147] ADVISONY OROUP FOR ARRORP AND DEVELOPMENT, PARIS (FM An overview of US Army halloop and maintainability [AGARD-R-818] Wathermatical models of human [AGARD-AG-188] AGARD Right test instrumental Magnetic recording of flight test of (AGARDOGRAPH-160-VOL-8) An investigation of different to preserve measurements in compression with limiting surface theory (AGARD-R-817) Technical evaluation report on Specialists Meeting on noise mech (AGARD-AR-86) V STOL propulsion systems AGARD-AR-86]	p0078 X78-70878 ACE RESEANCH INGS). Iver structures reliability p0064 N74-18682 pillot beliavior p0236 N74-18807 ion seites Volume 5 Ne p0077 N74-18833 ichiniques for unsteady stible flow and compar- p0176 N74-18938 Fluid Dynamics Panel enisms p0085 N74-19297 p0085 N74-19404
[AGARD-CP-147] ADVISORY GROUP FOR AEROSP AND DEVELOPMENT, PARIS [FR/ An overview of US Army halico; and maintanability [AGARD-R-613] Wathemalical models of human [AGARD-AG-188] AGARD Right test instrumental Magnetic recording of flight test di [AGARD-GRAPH-160-VOL-8] An investigation of different to pressure measurements in compression with lithing surfecs theory [AGAMD-R-617] Technical evaluation report on Specipiats Meeting on noise mech [AGARD-AR-66] V STOL propulsion systems [AGARD-AR-64] Semi-autematic indexing. State	p0078 X79-70678 ACE RESEANCH INGS). Iter structures reliability p0064 N74-18682 pilot beliavior p0238 N74-18807 ion series. Volume 8 Ne p0077 N74-18833 iohniques for unsteady sible flow and compar- p0176 N74-18928 Fluid Dynamics Penel aniams p0065 N74-19297 p0085 N74-19404 of the art
[AGARD-CP-147] ADVISONY OROUP FOR ARRORP AND DEVELOPMENT, PARIS (FM An overview of US Army halloop and maintainability [AGARD-R-818] Wathermatical models of human [AGARD-AG-188] AGARD Right test instrumental Magnetic recording of flight test of (AGARDOGAPH-160-VOL-8) An investigation of different to present measurements in compression with limiting surfaces theory (AGARD-R-817) Technical evaluation report on Specialists Measting on noise mech (AGARD-AR-86) V STOL propulsion systems (AGARD-AR-86) Barni-autemetic indexing. State (AGARD-AR-86) Barni-autemetic indexing.	p0078 X78-70878 ACE RESEANCH INGS). Iver structures reliability p0064 N74-18682 pilot beliavior p0236 N74-18687 ion seite. Volume 5 Ne p0077 N74-18833 schiniques for unsteady raible flow and compar- p0176 N74-18938 Fluid Dynamics Panel enitems p0085 N74-19828 p0085 N74-19404 of the art p0283 N74-19628
[AGARD-CP-147] ADVISORY GROUP FOR AEROSP AND DEVELOPMENT, PARIS [FM/ An overview of US Army halico; and maintanability [AGARD-R-813] Mathematical models of human [AGARD-AG-188] AGARD Right test instrumental Magnetic recording of flight test di [AGARD-GRAPH-160-VOL-8] An investigation of different to pressure measurements in compression with litting surfaces theory [AGARD-AR-81] Technical evaluation report on Specialists Meeting on noise mech [AGARD-AR-86] 9 V STOL propulsion systems [AGARD-AR-86] Semi-surfaces indexing: State [AGARD-AR-86] Semi-surfaces in dexing: State [AGARD-AR-87] Semi-surfaces in dexing: State [AGARD-GRAPH-179] Sibiliparcely of papers and rep Sibiliparcely of papers and rep	p0078 X79-70678 ACE RESEANCH INGES. Iter structures reliability p0064 N74-18682 pilot beliavior p0238 N74-18807 ion series. Volume 8- Ne p0077 N74-18833 iohniques for unsteady sible flow and compar- p0176 N74-18928 Fluid Dynamics Penel eniams p0085 N74-18927 p0085 N74-18926 of the art
[AGARD-CP-147] ADVISONY OROUP FOR ARRORP AND DEVELOPMENT, PARIS (FM An overview of US Army halloop and maintainability [AGARD-R-818] Wathermatical models of human [AGARD-AG-188] AGARD Right test instrumental Magnetic recording of flight test of (AGARDOGAPH-160-VOL-8) An investigation of different to present measurements in compression with limiting surfaces theory (AGARD-R-817) Technical evaluation report on Specialists Measting on noise mech (AGARD-AR-86) V STOL propulsion systems (AGARD-AR-86) Barni-autemetic indexing. State (AGARD-AR-86) Barni-autemetic indexing.	p0078 X79-70678 ACE RESEANCH INGES. Iter structures reliability p0064 N74-18682 pilot beliavior p0238 N74-18807 ion series. Volume 8- Ne p0077 N74-18833 iohniques for unsteady sible flow and compar- p0176 N74-18928 Fluid Dynamics Penel eniams p0085 N74-18927 p0085 N74-18926 of the art
[AGARD-CP-147] ADVISORY OROUP FOR ARRORP AND DEVELOPMENT, PARIS (FIX An overview of US Army halloop and maintainability [AGARD-R-818] Wathermitical models of human [AGARD-AG-188] AGARD Right test instrumental Magnetic recording of flight test of (AGARDOGAPH-160-Vol-8) An Investigation of different to preserve measurements in compress eon with lifting surfaces theory (AGARD-R-817) Technical avaluation report on Specialists Meeting on notes mech (AGARD-AR-86) V STOL propulsion systems (AGARD-AR-86) Semi-automatic indexing. State (AGARDOGAPH-178) Bibliography of papers and rep upper/pilot decorenization problems [AGARD-R-8-18] V STOL propulsion systems [AGARD-R-8-18]	p0078 X78-70878 ACE RESEANCH INGS). Ier structures reliability p0084 N74-18682 pilot beliavior p0238 N74-18687 ion seite: Volume B iste p0077 N74-18833 schiniques for unsteady sible flow and compar- p0176 N74-18938 Fluid Dynamics Parist anifams p0085 N74-18928 p0085 N74-19404 of the srt p0283 N74-19404 of the srt p0283 N74-19408 ora related to the gust
[AGARD-CP-147] ADVISONY OROUP FOR ARROWN AND DEVELOPMENT, PARIS (FR/ An overview of US Army halico; and maintenability [AGARD-R-613] Wathemsiteal models of human [AGARD-AG-188] AGARD DR flight test instrumental Megnetic recording of flight test of (AGARD-ORAPH-160-VOL-8) An investigation of different to pressure measurements in compression with lifting surface theory [AGARD-AR-61] Technical evaluation report on Specialists Meeting on noise mech [AGARD-AR-68] V/STOL propulsion systems [AGARD-AR-68] Semi-automatic indexing. State [AGARD-DRA-R-61] Semi-automatic indexing. State [AGARD-DRA-R-61] Semi-automatic indexing. State [AGARD-DRA-R-61] Semi-automatic indexing. State [AGARD-DRA-R-61] Semi-automatic indexing. State [AGARD-DRA-R-61]	p0078 X78-70878 ACE RESEANCH INGS). Ier structures reliability p0084 N74-18682 pilot beliavior p0238 N74-18687 ion seite. Volume B Inc. p0077 N74-18833 schiniques for unsteady sible flow and compar- p0176 N74-18938 Fluid Dynamics Panel enisms p0085 N74-19828 rd of the srt p0283 N74-19828 ota related to the gust

Technical evaluation report on 42nd Propulsion and Energetics Panel Meeting on V/STOL Propulsion Systems p0088 N74-20433	The Becon ADA
Technical evaluation report on AGARD Flight Machanics Penel Symposium on Flight in Turbulance	Tes
[AGARD-AR-67] p0064 N74-2062	AGA!
Alreickness in sircrew [AQARD-AG-177] p0236 N74-20720	(AGA
Escape problems and maneuvres in combet sincreft [AGARD-CF-134] p0043 N74-20758	of airc
Standardization of the principal electromagnetic symbole [AGARD-R-576-REV-1] pG155 N74-2089	Tial (NAB
Survey of activities in the field of low sysle high tempera- ture fatigue. Critical report	(AGA)
(AGAND-N-616) pO192 N74-21849 Man at high sustained + Oz acceleration	Cal (AGA)
[AGARD-AG-190] p0222 N74-21718	Glo
operation of large windtunnels (AGARD-AR-68) pO109 N74-21899	ADA] IqO
Noise mechanisms [AGARD-CF-131] p0256 N74-22640	[AGA
Laser instrumentation for flow field diagnostics	qmee ADA
Fracture mechanics of sincraft structures [AGAND-AG-176] p0192 N74-23413 Anti-se control suspense for load allegation. Butter	Me
suppression and ride control	ADA)
AGARD flight test instrumentation services. Volume 1.	ADA]
Basic principles of flight test instrumentation angineering [AGANDOGRAPH-160-VOL-1] p0077 N74-28933. The fluid dynamics aspects of air pollution related to	Autho (AGA)
elicrati operations [AQARD-AR-55] po202 N74-28104	ed ADA)
Prediction methods for aircraft Aerodynamic characteris-	WA ADA]
[AGARD-LB-67] p0084 N74-28445 Helicopter sicrew fatigue	(AGA
[AGARD-AR-59] p0222 N74-28632 Theory of flows in compressible media with heat addi-	AG ALA
(ion [AGANDOGRAPH-191] p0176 N74-26822	AG
How to obtain information in different fields of science and technology: A user's guide	ADA] MT ADA)
Numerical methods for predicting subsonic, transonic and	hO bhow
Supersonic flow [AGARDOGRAPH-187] p0176 N74-28768	[AGA
The treatment of interaction of handling qualities, stability, and control on structural loads by current specifications [AGAND-R-621] p0102 N74-30430	Comn
Annulus well boundary leyers in turbomachines	and o
[AGAND-AQ-195] p.0176 N74-30627 Advances in control systems [AGAND-CF-137] p.0103 N74-31429	Tec mesti
An experimental investigation into duplex digital control of an engine with reheat p0104 N74-31448	AGA
Alturalt Design Integration and Optimization, Volume 1 [AGARD-CP-147-VOL-1] p0065 N74-31458	ADA] Mo
The operational consequences of sleep deprivation and sleep deficir	No Rec
[AGAND-AG-193] p0238 N74-31850	ADA] mM
Antennes for evionics [AGARD-CP-139] p0169 N74-31667	ivil I blei! ADA]
Large windtunnels: Required characteristics and the performance of various types of transonic facility [AGARD-R-816] p0109 N74-31733	The
Nonlinear effects in electromagnetic wave propagation [AGARD-CP-138] p0188 N74-31812	S en
Rediation cooling of propulsive nozzine	nett Aba)
[AGARD-AG-184(FR)] p0178 N74-32218 A guide to the Jayout of technical publications	AG
[AGARD-AG-178] p0263 N74-32399 Preliminary stroraft design	1hi Conei
[AGARD-18-68] pQ068 N74-32420 Introduction to preliminary siroran design	(AGA
p0068 N74-32421 Helicoptor operational loads spectrum and design	field i ADA)
oriteria [AGARD-R-622] p0059 N74-33449	An
The physiology of cold weather survival [AGARD-R-620] p0049 N74-33834	[AGA Dk
AGARD flight test Instrumentation series Volume 6. Open and closed loop accelerometers	ADA] Aga [AGA]
[AGARD-AG-160-VOL 6] p0078 N74-33948 Glossary of riscumentation terms. Part 1: General	AGA
terms [AGARD-AG-182-PT-1] p0264 N74-34424	[AGA]
Technical evaluation report on the AGARD Specialists Meeting on Design Against Fatigue	Te Symp
[AGARD-AR-71] p0069 N74-34488 Operational aspects of variations in alertness	[AGA

Operational aspects of variations in alertness [AGAND-AG-189] p0222 N74-34570

The need for a large transonic windtunnel in Europe Second report of the large Windtunnels Working Group [AGARD-AR-70] PO110 N74-34880
Testing of precision inertial gyrnecopes [AGARD-AG-192] p0184 N74-35095
Hingoless retoruralt flight dynamics (AGARD-AG-187) p0023 N78-10003
Critical review of methods to predict the buffet capability of aircraft [AGAND-H-625] p0068 N75-10053
Trensonic huffet behavior of Northrop F-8A siruraft (NASA-GR-140838) p0070 N75-10064
Low cycle high temperature fatigue (AGARD-CP-185) p0195 N75-10487 Cairl Physiology, metaction and supplysi
Cold: Physiology, pretection and survival [AGARD-AG-184] µ0236 N78-10706 Glossary of documentation terms. Part 2: Computer-user
terms [AGARD-AG-182-PT-2] p0243 N78-10713 Opto-electronics
[AGARD-L8-71] p0260 N75-10774 Specialists meeting on directionally solidified in-situ
omposites (AGARD-CP-156) p0130 N75-11034 Meeting summary and outlook p0131 N75-11047
Structural optimization [AGARD-LS-70] p0196 N76-12357
Bimulation and study of high workload operations (AGARD-CP-148) pO238 N78-12887 AGARD (ridex of publications, 1882 - 1870. Part 3 Author Index. Part 4 Addordum to Part 1
[AGARD-INDEX-52/70] p0264 N75-12847 Distortion induced engine instability
[AGARD-LE-72] poDBB N75-12854 Avionic redome materials [AGARD-AR-78] pol 131 N75-13034
V/STOL serodynamics [AGARD-CP-143] p0023 N75-13798
AGAND handbook [ACAND-HANDBOOK-722:28:00-NEV] p0262:N75-14532
AGARD highlights, March 1974 [AGARD-HIGHLIGHTS-74/1] p0001 N78-14710 The Perkins-Glasser isotunes, March 1974
[AGARD-HIGHLIGHTS-74/2] p0001 N78-14711 Orientation/disorientation training of flying personnel. A
working group report [AGARD-M-625] p0238 N78-18306 Director's annual report to the North Atlantic Military
Committee pO272 N78-15595 Effects of surface winds and gusts on sircraft design and operation
[AGARD-R-626] p0070 N76-18641 Technical evaluation report oil AGARD specialists meeting on directionally solidified in-situ composites
[AGAND-AR-76] p0131 N78-15747
AGARD-AG-183 PO243 N78-16236
Real time computer based systems [AGARD-CP-149] pD245 N75-16287
Evaluation of the potential benefit to the seronsulical field from laser technology
The 1974 AGARO Annual Meeting: The energy problem Impacts on military research and development
p0201 N75-16977 Survey of current cardiovascular and respiratory examina-
[AGARD-AG-186] µ0222 N75-17079 AGARD Index of publications, 1871 - 1973 µ0264 N75-17227
The use of microfiches for scientific and technical reports. Considerations for the small user [AGARD-AG-198] p0264 N75-17229
Evaluation of the potential bunafit to the seronautical field from leser technology
[AUARD-AR-65] pO186 N75-17656 An anthropometric survey of 2000 Royal Ali force Aircrew, 1970/71
[AGARD-AG-181] pO222 N75-17836 Dictionary of French terms used in documentation [AGARD-AG-180] pO372 N75-18155
Agard bulletin Meeting publications, membership [AGARD-BULL-75-1] p0272 N75-18157 Acoustic feligue design data, part 4
[AGARD-AG-152-P7-4] pO197 N75-18523 A guide to reprographic processes for the small user [AGARD-AG-199] pO269 N75-19073
Technical evaluation report on Fluid Dynamics Panel Symposium on V/STOL Aerodynamics
[AGARD-AR-78] p0176 N75-19565 Take-off and lending [AGARD-CP-160] p0001 N75-21219
1.05

Electromagnetic wave propagatio aurifaces and inhor/log/redus media	n involving irregular
[AGARD-CP-144] Aircraft stalling and buffeting	p0250 N76-22048
[AGARD-L8-74]	p0026 N75-22280
Secondary power systems for advantage [AGARD-AG-206]	p0090 N75-22326
Specialists meeting on fietting in a [AGARD-CP-181]	p0146 N76-22487
Advanced manufacturing mathods	and their aconomic
implications. Some pilot papers on po- joining.	wder metallurgy and
[AGARD-R 627] Medical requirements and examin-	p0187 N75-22749
relation to the tasks of today's sircre-	v Evaluation of the
special senses for flying duties [AGARD CP-152]	p0209 N75-23084
Medical requirements and exemit relation to the tasks of today's airci	salion procedures in
remarks	p0209 N78-23085
Spinal Injury after ejection [AGARD-AR-72]	p0222 N78-23180
Standardisation of Improt testing of	f protective helmats
National and international networks	of libraries, documen-
tation and information centres (AGAND-CP-158)	p0284 N75-23372
Airframe/propulsion interference [AGAND-CP-180]	p0027 N75-23485
Power plant controls for sero-pas t	Urbino englises
[AGARO-CP-181]	DOORG N76-23676
Spudelists meeting on feiture Materiels with Organic Matrices and	Their Consequences
on Design [AGARD-CP-163]	p0131 N75-23698
Medical requirements and examin- relation to the tasks of today's aircre	ation procedures in
examination techniques in neurology with special emphasis o	gy, psychiatry and
and assessment criteria	
[AGARO-CF-183] Test for quick and early detection of	p0210 N75-24297
more frequent in the Air Force person	inėl
Administration of the Rorschaph I	p0210 N75-24298 sets to a sample of
student pilote training apprenticeship	p0210 N78-24299
Radiation cooling of thrust nozzles [AGAND-AG-184]	p0128 N78-24840
Custom deeign for Large Scale Inte	gration (LSI)
(AGARD-LB-75) A guide to microfishe equipment	pO174 N78-25047 available in Europe
[AGAND-R-628]	pU202 N76-06343
A review of anthropometric data of and United States Air Force flying	personnel, 1967 -
1988 [AGARD-AG-208]	p0184 N75-28635
Electro-optical systems	•
[AGARD-LS-76] Vibration and combined attesass :	p0212 N75-26778
Vibration and combined stresses ((AGARD-CP-145)	p0213 N76-27686
Specialists Meeting on Wing-with- [AGARU-CP-182]	Stores Flutter p0031 N75-28011
Technical evaluation report on f	
symposium on airframe/propulsion (AGARD-AR-81)	p0093 N76-29114
Current status in aerospace medicii [AGARD-CP-154]	p0218 N76-29722
Tresdmill exercise testing at th Assospace Medicine: Physiological r	e USAF School of
Assospace Medicina: Physiological r men and the detection of latent cor	esponses in aircraw-
[AGARD-AG-210]	p0222 N75-29736
Physiological parameters of exercis	e performance p0222 N75-29737
Electrocardiographic aspects of exe	rcise tusting
Methods for aircraft state and par	p0222 N75-29738 rameter identification
[AGAPD-CP-172]	pCOO4 N75-20997
The guidance and control of V helicopters at night and in poor visible	/STOI. alreraft and lity
[AGARD-CP-148] Voltex wakes of conventional alter	p0011 N75-30052
(AGARD-AG-204)	p0032 N76-30106
Power plant controls for sero gas t [A/JARD-AR-80]	urbine angines p0093 N75-30161
Attoraft noise generation, emission	and reduction
[AGARD-LS-77] A catalogue of European hyperson	p0093 N75-30166
iles [AGARD-R-619]	
Analytical and Numerical Methods	p0110 N75-30198 for investigation of
Flow Field with Chemical Reactions. Combustion	Especially Related to
[AGARD-CP-184]	p0147 N78-30359
Modern methods of testing rotat turbomachines (instrumentation)	ing components of
turbamschines (instrumentation) [AGAND-AG-207]	p0176 N75-30471
Unsteady flow measurements in tu	momechinery p0177 N78-30475
Store separation	
[AGARD-AG-202] Diagnostics and Engine Condition	p0048 N76-31042 Monitoring
[AGARD-CP-165]	p0084 N75-31DB3
Computational methods for inviscid three-dimensional flow fields	
(AGARD-LB-73) Two-dimensional shock wave-boun	p0177 N78-31385
in high speed flows	
(AGARD-AQ-203)	p0018 N78-32001

	.,,.,
Recommended procedures for pro- deta obtained by sircraft during atm	cessing acceleration
encounter	
[AGARD-R-631]	p0032 N78-32014
Mathematical modeling and respon fluctuating pressures of stroraft buffet	Ing
[AGARD-R-630]	p0032 N75-32018
A survey of modern air traffic contr [AGAHD-AG-209-VOL-1]	p0050 N75-32047
A survey of modern air treffic contr	ol, volume 2
[AGAHD-AG-209-VOL-2]	p0052 N75-32066 p0052 N75-32073
Landing guidance systems Flutter suppression and structural is	
[AGARD-CP-178]	p0070 N7B 32098
Biodynamic Response to Windblast [AGARD-CP-170]	p0217 N78-32716
A further review of current research	
and operation of large wind tunnels [AGARD-AR-83]	p0110 N76-11110
High temperature corresion of sero	
[AGARD-AG-200]	p0129 N76-11244
Sasin data Predominance diagrams	p0129 N76-11246 p0129 N76-11246
Constitution of the simosphere in t	he gas turbine
	p0129 N76-11247
Vapor pressure and condensation of	p0129 N76-11248
Oxidation and hot corresion of con	imercial auperalitys
	p0129 N76-11249 p0129 N76-11250
The refractory metals Laser hazards and salety in the	
Laser hazards and safety in the [AGAND-LS-79]	
Computation of viscous compressib Navier-Stokes equations	le flows based on the
[AGARD-AG-212]	p0178 N76-11380
Structural response to impact dam. (AGARD-R-633)	age p0197 N76-11464
Radiation hazards	poist 11/0-11464
[AGARD-LS-78]	p0218 N76-11693
The affects of buffeting and other to on maneuvering combet aircraft	transunic phenomena
[AGARD-AR-82]	p0016 N78-14018
Dynamic response of stroraft struct	p0016 N76-14022
Buffet definition and criteria Conclusions and recommendations	p0016 N76-14028
Conclusions and recommendations Approach and landing simulation	p0017 N78-14031
[AGARD-R-632]	p0017 N76-14032
Approach and landing simulation, I	ntroduction p0017 N76-14033
Elements of approach and landing	almulation
External disturbances	p0017 N76-14034 p0018 N76-14035
Aircraft characteristics	p0018 N76-14038
Visual and motion cues	p0018 N76-14037
Simulation development, validation	#0018 N76-14038
Concluding remarks Aircraft fire safety	p0018 N76-14039
(AGARD-CP-166)	p0045 N76-14059
Aaromedical Implications of Rec	
Communicable Disease [AGARD-CP-169]	p0223 N76-14768
Handling qualities specification del [AGARD-AR-80]	talencies p0071 N78-15146
Force measurements in short of	
facilities (AGARD AG-214)	p0032 N76-16019
Some fundamental principles	p0032 N76-16020 p0032 1/76-16021
Force balance techniques Free-flight techniques	p0032 11/6-16021 p0032 N76-16022
Electromagnetic Noise Interferent	ce and Compatibility
[AGARD-CP-189]	p0189 N78-16286
Improved Nozale Testing Technique [AGAHD-AG-208]	p0178 N76-16367
Non-destructive inspection practice	e, volume 1
[AGARD-AG-201-VOL-1] Non-destructive Inspection practice	p0186 N76-16458 ne. volume 2
[AGARD-AG-201-VOL-2]	p0189 N76-16477
Mechanical property testing of high	
[AGARD-R-634]	p0197 N76-18492
Flow Separation [AGARD-CP-168]	p0032 N76-17030
Specialists Meeting on Structure	il Design Technology
[AGARD-CP-184] Electronic Airbonne Displays	p0071 N78-17092
[AGARD-CP-167]	p0078 N76-17107
Failure modes of composite m metrices and their consequences on	ateriais with organic design
[AGARD-AH-86]	DO133 N78-17212
Manual on fatigue of structures. V prevention of structural damage.	olume 2: Causes and Chapter 5: Freiting:
corroeion damage in aluminium altoy [AGARD-MAN-9-VOL-2]	
[AGARD-MAN-9-VOL-2] Outline of the causes of failure	DO130 N76-17227
Electrochemical corresion	p0136 N76-17228
	6 p0135 N75-17229
Strees corresion of aluminum alloy	
Effects of long duration noise exp health	
Effects of long duration noise exp health [AGARO-CF-171]	p0225 N78-17788
Effects of long duration noise exp health [AGARO-CP-171] Medical officer career managem	p0225 N76-17786 ent and retention in up report
Effects of long duration noise exp health [AGARO-CP-171] Medical officer career managem NATO armed forces. A working gro [AGARD-R-838]	p0225 N76-17786 lent and relention in up report p0262 N76-17986
Effects of long duration noise exp health [AGARO-CP-171] Medical officer career managem NATO emed forces: A working gror [AGARO-R-638] AGARO bulletin: mrettings, publica hip	p0225 N76-17789 lent end retention in up report p0262 N76-17986 litions, and members-
Effects of long duration noise exp health [AGARO-CP-171] Medical officer career managem NATO armed forces. A working gro- [AGARD-R-83] AGARD bulletin; meetings, publicat hip [AGARD-BULL-76-1]	p0225 N78-17786 ent and relention in ap report p0262 N76-17986 bloom, and members- p0272 N78-18037
Effects of long duration noise exp health [AGARO-CP-171] Medical officer career managem NATO emed forces: A working gror [AGARD-N-638] AGARD butletin: mrettings, publical hip	p0225 N78-17786 ent and relention in ap report p0262 N76-17986 bloom, and members- p0272 N78-18037
Effects of long duration noise exp health [AGARO-CP-171] Medical officer career managerii NATO armed focces. A working grou [AGARD-Heatin: meetings, publical hip [AGARD-BULL-76-1] AGARD bulletin: Technical program	p0225 N76-17786 lent and relention in ap report p0262 N76-17986 stions, and members- p0272 N76-18037 m 1978

```
Comments on transonic and wing-store unsteady
 aerodynamica
[AGARD-R-836]
                                                                                                           p0038 N76-18059
         Characteristics of 2-D unsteady tran
        Characteristics of 2-D unsteady transport now p0038 N78-18080 Evaluation of calculation methods for 2-D unsteady p0038 N78-18081 Unsteady transport flow p0038 N78-18082
  trensonic flow
tremsorino flow p0038 N78-18081 Unsteady transantia flow p0038 N78-18082 Comparison between the calculated and measured transfer functions for the Concords aircraft [AGARD-R-837] p0038 N78-18084 Current standards of feligue test on sinila aircraft [AGARD-R-82] Westell passaring of turbulance in flowers
[AGARD-AR-92] p0072 N78-18108
Kinetiu energy of turbulence in fiarmes
[AGARD-CP-184-PAPER-2] p0135 N78-18252
Director's annual report to North Atlentic Military
Committee, 1874 p0272 N78-19048
  Design of structures in composite materials (basic details interdisciplinary action)
 [AGARD-R-639] p0133 N76-19238
Specialists Meeting on Alloy Design for Fatigue and
 Fracture Mesistance
[AGAMD-CF-185]
                                                                                                           DO136 N76-19268
Mechanical parameters (fatigue and toughness) of certain very high strength steel siloys p0137 N76-19274 Future fuels for svietton [AQAPO-Ar-83] p0144 N76-19285 Specialists Meeting on impact Damage Tolerance of
 Functions

[AGARD-CP-186] p0197 N76-19471

The development of fetigue/drack growth shallysis loading
 Apedia
[AGAND-R-840]
[AGAND.R-840] p0189 N78-19487
The use of in-flight evaluation for the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of the assessment of 
                                                                                                            p0189 N76-19487
         (GARD-AG-218) p0186 N76-21430
A comperison of methods used in interfering lifting surface
   INCORY
[AGARD-R-643-5UPPL]
          GARD-R-643-8UPPL)
Interference and nonplanac lifting surface theories
poods N78-23164
The nonplanar kernel functions poods N78-23164
                                                                                                             p0039 N78-23163
 The nonplanar kernel functions
Subsonic methods
Supersonic methods
Plans and tables
Plans and Developments for Alt Trafflo Systems
Plans and Developments for Alt Trafflo Systems
(AGARD-CP-188)
Future sit traffic control systems, a pielminiary study
poos? N76-23168
poos N76-23168
poos N76-23168
poos N76-23168
poos N76-23168
poos N76-2323
Range instrumentation, weapons systems testing and
related techniques
[AGARD-AG-218]
Fetigue in composite materials
                                                        aite materials
  [AGAND-N-638]
                                                                                                             p0134 N76-23367
 improved nozzie testing technique
[AGARD-AR-94]
                                                                                                            e in transonic flow
p0182 N76-23535
  Flow separation
(AGARD-CP-168-EUPPL)
                                                                                                             n0182 N78-23836
  Unsteady cerodynamics 
[AGARD-8-646]
                                                                                                            D0039 N78-24144
  Presided expects of Kalmen Filtering Implementation [AGARD-L8-82] poose N76-24200
  Avionics Design for Reliability [AGARD-LS-81]
                                                                                                             DO190 N76-24602
  The problem of optimization of user benefit in scientific and technological information transfer [AGARD-CP-179] p0270 N76-25068
  Applying the user/system interface analysis results to optimize information transfer p0271 N76-28114
 Unsteady phenomena in turbomechinery
[AGARD-CP-177] p0096 N76-25169
 Wind tunnel design and testing tech
[AGARD-CP-174]
                                                                                                            p0113 N74-28213
  Flight/ground testing facilities correlation [AGARD-CP-187] p0119 N75-25266
 Stain gauge measurements on aircraft, volume 7
[AGARD-AG-160-V0L-7] p0198 N76-28580
Strain gauge measurements on aircraft introduction p0199 N76-28581
fhysical background p0199 N76-28582
          Physical background
          The measurement of the resistance changes of strain upon p0199 N76-25583
         Error estimation for strain gauges with metallic measuring p0199 N76-28884
Types of strain gauges p0199 N76-28688
   Application of strain gauges to statin and dynamic short and fong term measurements under normal conditions
                                                                                                            p0198 N76-28880
         Strain gauges for species approximately strain gauges under extreme environmental pozoo N76-25568
          Strain cauges for apacial applications0199 N78-25587
   Instrumentation of two VAK 191 8 load measuring systems
                                                                                                            p0200 N76-25589
  Higher mental functioning in operational a [AGARD-CP-181] p0238
                                                                                                            p0238 N76-26762
          Mudern prediction methods for turbomachine perform
   [AGAND-LS-03]
                                                                                                             p0100 N78-28208
```

CORPORATE SOURCE INDEX	AIR FORCE FLIGHT DYNAMIC	S LAB., WRIGHT-PATTERSON AFB, OHIO.
The role of the clinical laboratory in aerospace medic-	Director's annual report to the North Atlantic Military	ARROSPACE MEDICAL RESEARCH LABS.
[AGARD-CF-180] D0228 N75-27819	Committee, 1975 p0021 N77-16985 Summery of the discussions on atructural design technol-	WRIGHT-PATTERSON AFB, OHIQ. An assessment of serodynamic forces acting on the
The contribution of skin biopsy to the detection of vasquiar	OGY	crewman during escape p0043 N74-20761
senescence, relationship with carotigram p0230 N76-27836	Recent experiment/edvances in eviation pathology	Cold physiologic studies p0048 N74-33542 Simulation of high workload operations in air to air
Fourth Advanced Operational Aviation Medicine Course [AGARD-R-642] p0230 N76-27846	[AGARD-CP-190] p0233 N77-17710 National Delegates Spard Meeting Technical presents	combat p0237 N75 12593
Review of advanced powder metallurgical fabrication	tions on scientific and technological forecasting	Evaluation of roll axis tracking as an indicator of vestibul- ar/somato sensory function p0209 N75-23086
techniques in European NATO countries [AGARD-H-641] p0137 N75-28408	[ISBN-92-835-0170-0] p0022 N77-17948 Fourth advanced operational aviation medicina course	Laboratory studies on chronic effects of vibration
Advanced techniques in cresh impact protection and	[AGARD-842-8UPPL] p0239 x77-72034 Range instrumentation, weapons systems testing and	exposure p0214 N76-27594 Mechanisms of vibration affects on aircraw porform-
emergency egrees from air transport stroraft [AGARD-AG-221] p0048 N78-29187	related techniques	ance 50215 N78-27700
Stall/apin problems of military aircraft	[AGARD-AG-219-SUPPL] p0127 X77-72035 Use of precision positioning systems by NATC, volume	USAF non-combat ejection expensione 1968-1973 incidence distribution, significance and machinism of field
[AGARD-CP-199] p0106 N76-29246 Flight simulation/guidance systems simulation	1 [AGARD-AR-88-VOL-1] p0063 X77-72036	Injury p0217 N75-32717
[AGAND-CP-198] p0124 N78-29287	Small Bolid Propellant Rockets for Field Use	Alterew capabilities and limitations p0016 N78-14020 Asymptotic behavior of temporary threshold shift during
Structural identification on the ground and in flight including nommand and stability augmentation system	Night and All-Weather Guidance and Control Systems	exposure to long duration noises p0225 N78-17791 Secondary task assessment of cognitive workload in
Interaction (AGARD-R-646) p0200 N76-29688	for Fixed-Wing Aircraft [AGARD: CP-211] p0108 X77-72038	alternative cockpit configurations
Optical propagation in the atmosphere	Remotely piloted re-useable vehicles	(AMRLITH-75-49) p0239 N76-25792 ARNOSPAGE RESEARCH LASS.
[AGARD-CP-183] p0203 N76-29815 Helicopter design mission load spectra	[AGAND-CP-178] p0084 X77-72038 Application of unmanned erroraft	WRIGHT-PATTERSON AFB, OHIO,
[AGARD-CP-206] p0072 N76-30207 Mission spectra for the computation of life expectan-	[AGARD-R-79] p0076 X77-72040 A survey of mechanization and documentation activities	Compact thrust augmentors for V/STOL aircraft p0087 N74-20419
cies p0072 N76-30208	in AGARD national distribution centers [AGARD-R-77] p0258 X77-72041	A numerical apostroscopic technique for analyzing combustor flowfields p0148 N75-30266
Technical evaluation report on the Fluid Dynamics Panel Symposium on Wind tunnel Design and Testing Techni-	Night vision devices for fast combat siroraft	Theoretical model for viscous interactions
(AGARD-AR-87) p0127 N76-30238	[AGARD-H-73] p0063 X77-72042 AEG-TELEFUNKEN, KONSTANZ (WEST GERMANY).	#proial topics p0015 N75-32002
AGARD highlights, September, 1976	Some multicomputer configurations for reliability in ATC systems p0247 N75-16276	Supersonic turbulent separated flows utilizing the
(AGARD-HIGHLIGHTS-76/2) p0018 N76-31179 Unsteady pressures due to control surface rotation at	AEG-TELEFUNKEN, ULM (WEST GERMANY),	Navier Stokes equation p0035 N75-17052 ARROSPATIALE USINES DE TOULOUSE (FRANCE).
low supersonic speeds: Compatison between theory and experiment	Analysis of finite arrays of rectangular spertures on conducting electric costed cylinders p0172 N74-31592	General criterie for the definition of take-off and landing
[AGAND-N-647] p0040 N76-32126	AERITAMA, TURIN (ITALY). Nondestructive testing (NDT) and fracture mechanics	of an alreraft with nonlimited lift p0001 N75-21222 Analysis of the comparison between flight tests results
Medium Accuracy Low Cost Navigation [AGARD-CP-176] p0058 N76-32148	p0194 N74-23437	and wind tunnel tests predictions for subscrite and supersonic transport sizeraft p0123 N76-28303
Highlights of key characteristics considered fundamental to any navigation system that might be introduced into	A parametric study of wing store flutter p0031 N75-28018	AIR FORCE AERO PROPULSION LAS., WRIGHT-PATTERSON AFS, OHIO.
British Army strorat p0059 N76-32149	Improvement of alloraft buffet characteristics p0017 N76-14030	Twin jet exhaust system test techniques
Advances in engine burst containment and finite element applications to battle-damaged structure	Measurement of interwiring coupled noise	p0029 N75-23500 The role of computers in future propulsion controls
[AGARD-R-648] p00/3 N78-32183 AGARD bulletin Technical program, 1977	p0183 N76-16292 Philosophy of non-destructive inspection	p0090 N75-20882 Aerodynamic measurements in turbomachines
[AGARD-BULL-76-2] p0018 N76-33130 The theory, significance and prevention of porrosion in	p0188 N76-16459	p0176 N78-30473 Aircraft fire protection technology p0047 N78-14077
aircraft	Comments on wind tunnel/flight correlations for external stores jettleon tests on the F 104 S and G 91 Y aircraft	A descade in unsteady flow p0069 N78-25194
Prevention and combat of corresion in aircraft structures.	p0123 N76-25302 ARROJET BOLID PROPULSION CO., SACRAMENTO,	High frequency gust tunnel p0116 N78-28242 AIR FORCE ARMAMENT LAB., EGLIN AFB, FLA.
bibliography p0158 N76-33340 On the flow quality necessary for the Large European	CAUF.	Weapon delivery impact on active control technology p0010 N75-30040
High-Reynolds-Number Transonia Windiums LEHRT (AGAND-R-844) P0127 N77-11070	Detection and determination of flaw size by acquatic emission p0194 N74-23438	Africalt/stores compatibility analysis and flight testing
Small solid propellant rockets for field use	Detection and determination of flaw size by accustic emission p0186 N76-16474	AIR FORCE AVIONICS LAB., WRIGHT-PATTERSON
Specifications of the propulsion systems for enti-tank	AERONAUTICA MACCHI S. P. A., VARESE (ITALY).	AFB. OHIO. A design procedure utilizing prossfeeds for coupled
rockets p0144 N77-11187 Applications of non-intrusive instrumentation in fluid flow	Stall behavior and spin estimation method by use of rotating balance measurements p0107 N76-29253	multilloop systems p0103 N74-31436 Flight test results of propagation experiments through
research [AGARD-CF-193] p0151 N77-11221	AURONAUTICAL MESEARCH INST. OF SWEDEN, BROMMA,	Inhomogeneous medis p0255 N75-22061 Developmental micron laboratory test results
Fluid Dynamics Fanel Symposium on Flow Separation [AGARD-AR-98] p0162 N77-11367	flow properties of slotted walls for transonic test	p0014 N75-30076
The pathophysiology of high sustained + G sub a accelera-	sections p0115 N76-25230 Comment on results obtained with three ONERA airplane	The dais design and system integration sepects of electronic alrooms controls and displays
tion, limitation to air combat maneuvering and the use of centrifuges in performance training	calibration models in FFA transonic wind tunnels p0119 N76-29268	p0061 N76-17131 Simulation and implementation of a modulation system
[AGARD-GP-189] p0220 N77-11644 OCR and its application to documentation: A state of	Some results from an investigation of the slot flow in a	for overcoming ignospheric scintilization feding
the art review	transonic sigited test section wall, prepared comment p0120 N76-28274	p0164 N76-20305 System approach to plactical navigation
[AGARD-AG-218] p0285 N77-11907 Numerical methods and windtunnel testing	AERONAUTICAL RESEARCH INST. OF SWEDEN, STOCKHOLM.	p0062 N78-32174 AIR FORCE CAMBRIDGE RESEARCH LABS., L. Q.
[AGARD-CP-210] pO018 N77-11989 Through-flow delegiations in said turbomachinary	Application of the gasometer storage concept to a	Hanboom Field, Mass.
[AGARD-CP-198] p0040 N77-12013	transonic windtennel meeting the laws epecification p0109 N74-31737	Array and reflector techniques for airport precision approach reders p0172 N74-31698
Flow of solid particles in gases [AGARD-AG-222] p0182 N77-12352	Experimental high lift optimization of multiple element	Amplitude scintillation observations and systems applica- tion p0164 N76-20304
Visual aids and eye protection for the aviator [AGARD-CP-181] p0241 N77-12708	airfolia p0024 N75-13808 ARRONAUTICAL SYSTEMS DIV.,	Optical modelling of the atmosphere p0203 N78-29816
Eleventh AGARD Annual Meeting [AD-A023909] p0020 N77-14982	WRIGHT-PATTERSON APB, CHIO. Aerospace pressure vessels p0193 N74-23430	Models of the atmospheric serceols and their optical
State-of-the-art in unsteady aerodynamics	F-18 Eagle Right control system p0104 N74-31440	properties p0203 N76-29817 AIR FORCE DEPT., WASHINGTON, D.C.
[AGARD-R-680] p0042 N77-14997 Nonlinear effects in alreraft ground and flight vibration	The F-15 design considerations p0067 N74-31470 The B-1 bomber: Concept to hardware	Energy-related research and development in the United States Air Force p0201 N75-16979
tests [AGARD-R-682] p0074 N77-15034	p0067 N74-31472	AIR FORCE FLIGHT DYNAMICS LAB
Advanced fabrication techniques in powder metallurgy	Potential payoff of new aerodynamic prediction met- hods p0067 N74-31476	WRIGHT-PATTERSON AFE, OHIO. Operational practiculity of fly away spection seats
and their seconomic implications [AGARD-CF-200] p0138 N77-15152	An advanced diagnostic engine monitoring system	Spectrum of loading of stretch p0192 N74-23414
Methodology of large dynamic files [AGARD-R-648] p0265 N77-18908	approach p0085 N75-31097 Buffet analysis p0017 N78-14026	The use of fracture mechanics principles in the design and analysis of damage totarant stroralt structures
Avionic cooling and power supplies for auvanced stru-	Builet flight test techniques p0017 N75-14027	p0192 N74-23417
[AGARD-CF-196] p0074 N77-16031	OMEGA: A system whose time has come p0084 N78-23196	Signal conditioning p0077 N74-26938 8-52 control configured vehicles program
Visual presentation of cockplt information including special devices used for particular conditions of flying	Avionics cooling on USAF sireraft p0074 N77-18033	p0108 N74-31482 V/STOL aircraft control/display concept for maximum
[AGARD-CF-201] p0082 N77-18080 The Malcolm Horizon p0083 N77-18084	ABROPLANE AND ARMAMENT EXPERIMENTAL ESTABLISHMENT, BOSGOMBE DOWN (ENGLAND).	operational effectiveness p0106 N74-31458 The role of preliminary design in reducing development
Mechanical properties of ceramics for high temperature applications	Comparison of the spin and low incidence autorotation of the Jaguar strike aircraft p0108 N78-29248	production and operational costs of alignaft systems
[AGARD-R-861] p0143 N77-18182	Medium accuracy low cost navigation systems for	p0065 N74-31459 Use of optimality criteria methods for large scale
Biophysical problems in serospace medicine [AGARD-AR-84] p0232 N77-16728	AEROSPACE CORP., LOS ANGELES, CALIF.	systems p0196 N75-12366 Predicting the maximum lift of jet-flapped wings
Advancements in Retrieval Technology as Related to Information Systems	Physical model for strong optical wave fluctuations in the strongphere p0205 N75-29832	p0023 N76-13788 Wind tunnel investigation of three powered lift STOL
[AGARD-CP-207] p0266 N77-18930 Terminal access technology of the 1990s	ARROSPACE MEDICAL DIV. AEROSPACE MEDICAL MESIARCH LABS. (8870TH), WRIGHT-PATTERSON	concepts p0023 N75-13799
p0268 N77-18945	APE, OHIO.	Design and test of ejector thirst augmentation configura- tions pO28 N75-13614
The AGAMD history, 1952 - 1978 [IBEN-92-935-1206-8] pOG21 N77-16984	Metrix element display devices and their application to airborne weapon systems p0083 N77-15058	US Air Force V/STOL aircraft aerodynamio prediction methods p0026 N78-13917

LAB., WRIGHT-PATTERS	ON AFB, OHIO.
ARROSPACE MEDICAL RESEARC WRIGHT-PATTERSON AFS, CHIC) .
An assessment of serodynamic	o forces acting on the p0043 N74-20761
crewman during escape Cold physiologic studies	p0049 N74-20761
Simulation of high workload or	erations in air to air
Combat	n0237 N75 12593
Evaluation of roll axis tracking as ar/somato sensory function	p0209 N75-23086
Laboratory studies on chroni	c effects of vibration
Mechanisms of vibration affect	p0214 N75-27594
ance	on aircrew perform- p0215 N75-27700
USAF non-combat ejection ex	perience 1968-1973
incidence, distribution, significance injury	p0217 N75-32717
Aircrew capabilities and limitatio	
Asymptotic behavior of temporar	y threshold shift during
exposure to long duration noises Secondary task assessment of	p0226 N78-17791
alternative cockpit configurations	cognitive workings in
(AMHL-19-78-49)	p0239 N76-25792
ARROSPAGE RESEARCH LASS., WRIGHT-PATTERSON AFS. OHIO Compact thrust sugmentors for V	V/STOL asscraft
-	p0087 N74-20419
A numérical apastroscopic tec combustor flowfields	hnique for analyzing p0148 N75-30266
Theoretical model for viscous int	
	p0015 N75-32002
Special topics	p0018 N78-32003
Supersonic turbulent separate Navier-Stokes equation	p0036 N76-17052
ARROSPATIALE USINES DE TO	DULUUSE (FRANCE).
General criteria for the definition of an aircraft with nonlimited lift	of take-off and landing p0001 N75-21222
Analysis of the comparison betw	rean flight lests results
and wind tunnel tests predictions (reonic transport aircraft	oi subsonic and supe- p0123 N76-28303
NIR FORCE AERO PROPULSION I	LAB.
WRIGHT-PATTERBON AFB, OHIO	1
Twin jet exhaust system test led	hniques p0029 N75-23500
The role of computers in future p	propulsion controls
A	p0000 N78-20682
Aerodynémic measurements in tr	oC176 N78-30473
Aircraft fire protection technology	
A descade in unsteady flow	p0000 N78-25194 p0116 N78-25242
High frequency gust tunnel AIR FORCE ARMAMENT LAB., EQ	LIN AFR. PLA.
Weapon delivery impact on activ	B control technology
Aircraft/stores compatibility anal	p0010 N75-30040
	p0111 N78-23290
nir force avionics Lab., Wri: NFB. Ohio.	BHT-PATTERBON
A design procedure utilizing or	ossfeeds for coupled
multilcop systems Flight test results of propagatio	p0103 N74-31435
Inhomogeneous media	p0255 N75-22051
Developmental micron laboratory	r test results p0014 N75-30076
The date design and system	integration stoppeds of
electronic alroome controls and dis-	plays
Simulation and implementation of	p0061 N78-17131
for overcoming ionospheric scintilla	tion feding
	p0164 N76-20308
System approach to practical nev	poos2 N78-32174
NIR FORCE CAMBRIDGE RESEAR	ICH LABS, L. G.
HANBOOM FIELD, MASS. Array and reflector techniques	for alread nearline
approach radars	p0172 N74-31698
Amplitude scintiliation observation	
Optical modelling of the atmosph	p0164 N76-20304
	p0203 N78-29816
Models of the atmospheric services	pozos and their optical
ur force dept., Washington	I, D.C.
Energy-related research and deve States Air Force	pozo1 N75-16979
IN FORCE FLIGHT DYNAMICS L	AB.,
VRIGHT-PATTERSON AFS, OHIO. Coparational practicality of fly away	
	p0044 N74-20763
Spectrum of loading of aircraft	p0192 N74-23414
The use of fracture mechanics p and analysis of demage tolerant sin	craft structures
· · · · · ·	p0192 N74-23417
Signal conditioning	p0077 N74-26938
8-52 cantrol configured vehicles	program p0108 N74-31462
V/STOL aircraft control/display	concept for maximum
operational effectiveness The role of preliminary design in	p0106 N74-31468
production and operational costs of	alreraft systems
	p0065 N74-31459
Use of optimality criteria met systems	p0196 N75-12366
Predicting the maximum lift of je	t-flapped wings
	p0023 N/6-13788
Wind tunnel investigation of the	on nowered life STOI
Wind tunnel investigation of the concepts Design and test of ejector thinst a	ee powered lift STOL p0023 N75-13799

AIR FORCE PEIGNT TEST CENTER, EDWA	NUO AFD, VALIF.	COM ONAIL BOOMEL MOLA
Tradeoff parameters of alternative takeoff and landing	APPLETON LAB., SLOUGH (ENGLAND)	Derivation of safety codes 1 USA experience
sids p0002 N76-21225	A new computer-based method of HF sky-wave signal prediction using vertical-incidence innosonde measure-	p0150 N76-11313 Lasgr protective devices p0151 N76-11316
Airframe/propulsion system flow field interference and the effect on air intake and exhaust notitle performance	ments p0165 N76-20311	ARMY MATERIALS AND MECHANICS RESEARCH
p0030 N75-23508	ARIZONA UNIV., TUCEON.	CENTER, WATERTOWN, MABB.
Total cockpit implications of electro-optical displays p0212 N78-26764	Some experiences with the exploitation of measurements	Fracture regimes µ0192 N74 23416 Resistance method p0192 N74-23419
Recent analysis methods for wing-store flutter	of the perturbation field in a wind tunnel to improve elmilation p0019 N77-11974	The Kuhn-Heidreth method p0192 N74-23420
p0031 N78-28020	ARMED PORCES INST. OF PATHOLOGY,	Crack propagation laws p0192 N74-23421
Estimation of elastic aircraft serodynamic parameters p0008 N75-30026	WABHINGTON, D.C.	Summary of limitations pO193 N74-23423 Typical plans strain fracture toughness of strotaft
Horizontal canards for two-axis CCV fighter control	Development of eligraft accident investigation program at the Armed Forces Institute of Pathology	materials p0195 #74-23443
p0009 N76-30033	p0233 N77 17711	Standards of acceptance by non-destructive inspection for raw materials and components p0188 N76-16462
Control Configured vehicles 8-52 program results p0010 N75 30041	Procedures for identification of mass diseaser victims	for raw materials and components p0188 N76-16462 ARMY MEDICAL RESEARCH AND DEVELOPMENT
Stability and control status for current fighters	p0234 N77 17717 Correlation of occurrence of eigraft accidents with	COMMAND, WASHINGTON, D.C.
p0016 N75-14023	biorhythmio criticality and cycle phase p0234 N77-17720	US Army medical in-flight evaluations, 1905-1975 n0227 N76-19790
Stability and control potential for future fighters p0016 N76-14024	The interpertation of precentage saturation of carbon	ARMY MISSILE COMMAND, REDSTONE ARBENAL,
Effects of varying Reynolds number and boundary layer	monoside in sircraft-accident familities with thermal injury	AIA.
displacement thickness on the external flow over nozzle boattails p0179 N76-16383	p0234 N77-17721 Accident reconstruction from analysis of injuries	Missis intersystem EMC testing p0183 N76-16291 ARMY MISSILE RESEARCH, DEVELOPMENT AND
Data variance due to different testing techniques	p0234 N77-17724	ENGINEERING LAB., REDETONE AREENAL ALA.
p0180 N76-16370 Holographic methods p0189 N76-16476	ARMY ARROMEDICAL RESEARCH LAB., FORT	Use of radiosonde data to derive atmospheric wind shears for small shear increments p0070 N76-15644
Holographic methods p0189 N75-18476 Solid state flight instrument development	Parachute sacape from helicopters p0044 N74-20768	ARMY NIGHT VISION LAS., FORT BELVOIR, VA.
p0080 N76-17120	Army autorotational socidents p0045 N74-20771	Night vision imaging system development for low level
Brief overview of some Air Force Flight Dynamics	Characteristics of new generation military noise canceling	helicopter pilotage p0013 N75-300F4 ARMY OPERATIONAL TEST AND EVALUATION
Laboratory research efforts in sercelesticity and sercescounties p0040 N76-24181	minrophones p0209 N76-23089	AGENCY, FORT BELVOIR, VA.
Effects of buffeting and other transunic phenomena	Effects of vibration on the musculoskeletal system p0214 N75-27897	Tradeoffs between grew training and existic equipment
p0123 N76-28298	An investigation of siteraft voice communication systems	for night and foul weather flying p0011 N75-3C054
The stall/spin problem p0106 N76-29246 Limiting flight control systems p0107 N76-29266	as sources of insidious long-term accoustle hazards p0226 N76-17790	ARMY RESEARCH INST. OF ENVIRONMENTAL MEDICINE, NATICE, MASS.
AIR FORCE FLIGHT TEST CENTER, EDWARDS AFR,	Comparison of visual performance of monocular and	The field artillery fire direction center as a laboratory
CALIF. Law power approach p0003 N75-21239	binocular eviators during VFA helicopter flight	and field atress-performance. Model 1: Position paper 2: Progress towards an experimental model
Low power approach p0003 N75-21239 A comparison and evaluation of two methods of extracting	p0227 N76-19793 Helicopter flight performance with the AN/PVS-6, night	2" Progress towards an experimental model p0229 N74-27829
stability derivatives from flight test data	vision goggles p0227 N78-19794	ARMY TEST AND EVALUATION COMMAND,
p0006 N75-30016 Simulation in support of flight test p0125 N76-29297	Aviator performance: Biomedical physiological, and	ARERDEEN PROVING GROUND, MD.
Digital time series analysis of flutter test data	psychological assessment of pilots during extended helicop- ter flight p0229 N76-27827	Projectile Airburst and Impact Locating System (PAILS) i/0111 N76-23292
p0200 N76-28658	Vision with the AN/PVS-5 night vision goggle	ARNOLD ENGINEERING DEVELOPMENT CENTER.
AIN FORCE MATERIALS LAS., WRIGHT-PATTERSON	p0241 N77-12715	ARNOLD AIR FORCE STATION, TENN,
AFB, OHIO. Fratting wear behavior of a polysilexane bonded solid.	In-flight evaluation of hand-held optically stabilized target acquisition devices p0242 N77-12717	Experimental studies in a Ludwieg tube transonic tunnel p0109 N74-3173H
lubricant pQ14/ N75 22802	Head injury pathology and its clinical, safety and administ-	Description of the AGARD notice afterbody experiments
Powder metallurgy production processes	rative significance p0236 N77-17725	conducted by the Arnold Engineering Development Cen-
p0187 N78-22780	ARMY AIR MOBILITY RESEARCH AND DEVELOPMENT LAB., CLEVELAND, OHIO.	te: p0179 N76-16364
A review of selected manufacturing technology programs for metals joining 90187 N75-22761	Basic research requirements for V/STOL propulsion and	Application of the dual-scatter laser velocimeter in transonio flow research p0151 N77-11225
NDI of composite majorials p0190 N78-15491	drive-train components p0086 N74-20412	ARO, INC., ARNOLD AIR FORCE STATION, TENN.
Trends in the application of advanced powder metallingy	Fretting in sirgraft turbine engines p0146 N75-22492 ARMY AIR MOBILITY RESEARCH AND	Experimental studies in a Ludwieg tube transonic
in the seruspace industry pO138 N77-18163	DEVELOPMENT LAB., FORT EUSTIS, VA.	tunnel p0109 N74-31736
Weldability of hot isostatically pressed preatloyed titanium 6AI-4V powders p0141 N77-18176	Research toward development feasibility of an advanced technology V/STO1, propeller system, p0086-N74-20414	Exhaust plume temperature effects on nozale afterbody performance over the transonic Mech number range
Powder consolidation, part 2 p0142 N77-18178	ARMY AIR MOBILITY RESEARCH AND	p0029 N78-23504
AIR FORCE SPECIAL WEAPONS CENTER, KIRTLAND	DEVELOPMENT LAB., HAMPTON, VA.	Experiments to assess the influence of changes in the
AFB, N.MEX.	Importance of helicopter dynamics to the insthematical model of the helicopter p0007 N/5-30019	tunnel wall boundary layer on transonic wall crossflow characteristics p0115 N75 25231
Minimal error trajectories on line p0112 N76-23797 Determination of instrumentation requirements for UNAF	Retur systems research sircraft (HSRA) requirements for.	Interlesometric measurement of model deformation
ranges p0112 N76-23301	and contributions to, rotorgraft state wetinistion and	μ0117 N76-28247
AIR FORCE SYSTEMS COMMAND, BROOKS AFE,	parameter identification p0007 N78-30022 ARMY AIR MOBILITY RESEARCH AND	Special wind tunnel test techniques used at AEDC p0120 N76-25270
TEX. Electromagnetic radiation effects on the eye	DEVELOPMENT LAB., MOFFETT FIELD, CALIF.	Prepared comment on the cone transition Reynolds
p0218 N/6-11697	Critique and summary of the specialists meeting on helicopter design mission toad spectra p0073 N78-30213	number data correlation study p0120 N70-28271
Electromagnetic interference of cardiac pacamakers	ARMY AVIATION SYSTEMS COMMAND, ST. LOUIS,	Comments on wall interference-control and corrections
DU219 N76-11702 USAF aviator classes HGU 4/P History and present	MO.	p0120 N75-25273
USAF aviator classes HGU 4/P History and present state of development p0241 N77-12712	Automatic Inspection, Diagnostic Aix! Prognostic System (AIDAPS) — An automatic maintenance tool for helicop-	Automatic control of a transonic wind tunnel with a real-time computer system p0019 N77 11977
AIR FRANCE, PARIS.	ters pCV94 N78-31088	ASSOCIATED SEMICONDUCTOR MANUFACTURERS.
Transportation of pressangers with contagious diseases	ARMY COLD REGIONS RESEARCH AND	LTD., SOUTHAMPTON (ENGLAND).
on subsets poxes poxes poxes not subsets poxes poxes not subsets poxes p	ENGINEERING LAB., HANOVER, N.H. Surface Impedance of radio groundwaves over stratified.	The design of MOS integrated circuits µ0174_N78-28049
AIR THANSPORT COMMAND, TRENTON (ONTARIO). Lasse favor. To air avacuate or notp0223 N76-14764	marth p0283 N78-22068	ASSOCIATION OF SPECIAL LIBRARIES AND
AIRCRAFT RESKANCH ASSOCIATION LTD.,	ARMY COMBAT DEVELOPMENTS	INFORMATION BUREAUX, LONDON (ENGLAND).
BEDFORD (ENGLAND).	Experimentation command, Fort ORD, CALIF. Effect on nap-of-the-earth requirements on aircrew	User requirements in libraries, riccumentation and information centers p0265 N75-23381
External store aerodynamics for stroraft performance prediction p0066 N74-28484	performance during night attack helicopter operations	The role of communication in technological innovation
The measurement of the transonic spillage drag of a	p0011 N75-30085 ARMY ELECTRONIC PROVING GROUND, FORT	p0270 N78-25099
supersonia intake p0027 N75-23488	HUACHUCA, ARIZ.	ATATURK SANATORIUM, ANKARA (YURKEY).
Further evidence and thoughts on scale effects at high subserve epoeds p0118 N76-25284	Use of automated systems by the electromagnetic	Effect of increased atmospheric electricity on the blood electrolites of simplene ciew p0228 N75-19796
AIRESEARCH MFG. CO., PHOENIX, ARIZ.	environmental, test facility in electromagnetic compatibility analyses p0112 N76-23299	ATMOSPHERIC SCIENCES LAB., WHITE BANDS
Aerospace fluidics applications and circuit menufacture	ARMY ELECTRONICS COMMAND, FORT	MIESILE RANGE, N.MEX.
p0181 N78-21445	MONMOUTH, N.J.	Wind characteristics in the planetary boundary layer p0070 N75-15542
ALLMANNA SVENSKA († KKTRISKA A. E., Robertsfors (Swedeij).	The application of lasers to the problems of very low- level flight obstacle avoidance and terrain following	ATOMIC ENERGY COMMISSION RESEARCH
Performance and economics of HIP equipment in	p0185 N75-16833	establishment, risc (denmark).
industrial uses pO139 N77-15158	The taser gyro p0126 N75-16839	The time-of-flight laser anemometerp0184 N77-11243
ALUMINUM CO. OF AMERICA, ALCOA CENTER, PA.	The behaviour of toran-C ground waves in mountainous terrain p0254 N75-22075	ATOMIC ENERGY RESEARCH SET? BUSHMENT. HARWELL (ENGLAND).
Design of aluminum alloys for high toughness and high fatigus strength p0136 N76-19270	An optical radar system for obstacle avoidance and terrain	Titenium powder metallurgy p0187 N75-22754
AMERICAN ELECTRONIC LABS., INC., LANSDALE,	following p0012 N75-30052 Low level night operations of testinal helicopters	The mechanical properties and design data for engineer-
PA. Design of a communications test (Termest) receiver for	Low level night operations of tablical helicopters p0013 N75-30055	ing ceramics p0197 N76-16483 Titenium powder production by the Harwell centrifugal
Design of a communications test (Tempest) receiver for maximum broadband dynamic range p0184 N76-18296	DOD electromagnetic compatibility program: An	shot casting process p0139 N77-15157
A universal electromagnetic compatibility (EMC) analyzer	overview p0180 N76-18259 Hader Interference reduction techniques	Powder production, part 1 p0142 N77-15177
utilizing basic circuit modules p0164 N76-19297	p0161 N76-16277	ATOMIC WEAPONE RESEARCH ESTABLISHMENT,
AMSTERDAM UNIV. (NETHERLANDS). Linear acceleration perception threshold determination	Automatic testing of svionics systems for electromagnetic	ALDERMASTON (ENGLAND). Cosmic radiation closes at alleraft allitudes
with the use of a parallelswing pO210 N78-2309/	compatibility pD183 N76-16294 Plasmaspheric contribution to group-path-delay of	p0232 N77-16729
The influence of alcohol on some vestibular tests	transionoapherio sotellita navigation signala	AUTOCLAVE ENGINEERS, INC., ERIE, PA.
pO230 N76-27836	p0166 N76-20306	Process and aconomic considerations for production scale hat teostatic pressing equipment p0139 N77-15158
ANALYTICAL MECHANICS ASSUCIATES, INC., MOUNTAIN VIEW, CAUF.	ARMY ENVIRONMENTAL HYGIENE AGENCY. ABERDEEN PROVING GROUND, MD.	AVCO LYCOMING DIV., STRATFORD, CONN.
Experiences in the development of aided INS for allo-	instrumentation and measurement of laser radiation	Advancements in superalloy powder production and
reft p0058 N76-24201	p0160 N76-11309	consolidation p0140 N77-15163

AYIONS MARCEL DASSAULT, SAINT-CLOUD (FRANCE).

Adaptation of the Joppa method to a wind turnel with variable permeability pOC19 N77-11976
AVIONE MARGEL DASSAULT-BREGUET AVIATION,

AAINT-GLOUD (FRANCE).

"Jidendum to a survey of correcting wall constraints in transonic windtunnels p0109 N74 31739 tiansonic windumnis p0109 N74 31739
Preliminary design of civil and military arcraft at Avinas
Marcel Dassault-Breguet Aviation p0099 N74 32422
Prograss report on mechanical flaps p0024 N75-13806

All-weather landing system for Mercury p0003 N75 21236

Effect of external conditions on the functioning of a dual pw supersonic notate p0027 N75-23491 Effect of esternis consumers
flow supersonic notate p0027 N/6-care i
Evolution of the tota played by the atreas analysis office
in the design of a prototype p0071 N76-17094
Study of certain Impact problems on atreast structures
p0198 N78-18475

Comparison of serodynamic coefficients obtained theoretical calculations, wind tunnel tests, and flight tests using reduction for the Alpha Jet struckt. " DO122 N76-26265

Flight test methods for the study of spins p0108 1178-29252

Spin flight test of the Jaguni. Mirage F1 and Alpha-jet p0108 N76-29264

R

BAKER (G. G.) AND ASSOCIATES, SURREY LENGLAND).

Micrographic fundamentals p0265 N77-1094

EALUSTIC RESEARCH LARE, AMERDEEN PROVING DO265 N77-10947 GROUND, MD.
The structure of these dimensional separated No.

The structure of these dimensional separated flows in obstacle, boundary layer interactions pO037 N79-17085 Damage tolerance of semimonocoque atterat pO198 N78-19477 An interior ballistics modal for a spinning rocket motor pO144 N77-11193 EARRY RESEARCH CORP., SUNNYVALE, (ALIF. Techniques for resistance in po168 N78-2016 ppinnum date transmission pO168 N78-2016 EAVRISCHE LANDESIMPPANETALT, MUNICH

WEST GERMANY).

| == : wanMANY). | Importation, diagnosis and treatment of smallpox, choises and leptosy and leptons of the state of the spidemiological and clinical aspects) p0224 N78-14772 EDM CORP., ALBUQUERQUE, N.MEX.

EDM CORP., ALBUQUERQUE, N.MBK.
Standard procedurery measures of effectiveness for Air
Force operational test and evaluation (constant improve-ment task 2)
Role of simulation in operational test and evaluation
politis 78-23365
QUELL AEROBYSTEMS CO., BUFFALO, N.Y.

RELL ASPOSYSTEMS CO., BUPPALO, N.Y.
A discretized program for the optimal design of complex structures polisy N75-12362
BELL HELICOPTER CO., FORT WORTH, TEX.
Comments on computation of strong fillight obstacts tos policy N75-30023
Research on displays for V/STOL low-tavel and IMC operations
The extra and accence of rotary wing data correlation
The extra and accence of rotary wing data correlation
DOI 12 N75-28251
BELL TELEPHONE LASS., INC., MURRAY HILL NJ.
Instabilities and ponitionar prodessars in semblaces and

Instabilities and nonlinear processes in geophysics and astrophysics pO157 N74-31825
BIRD ENGINEERING-RESEARCH AZSOCIATES, INC.,

Experienced in-flight evionics mellinotions p0190 N76-24603 Experienced in-flight evionics mellinotions p0190 N76-24606 EXMINORAM UNIV. (ENGLAND). Avidulas islispilità control tinging development

nes p0171 N74-01683 BODENBEEWERK GERAUTETECHNIK G.M.B.H.,

UKSERLINGEN (WEST GERMANY).
Application of model control theory to the design of digital Application of model control theory to the resign of oigher this control systems p0103 N74-31433 Healization and hight tests of an integrated digital flight introl system p0105 N74-31447 control system

introl system
Integrated flight control system for steep approach
p0105 N74-31454

The FNA 515 A self-contained low-cost ravigation system for ground-vehicles p0051 N76-32187 BOEING AER/OSPACE CO., SEATYLE, WASH.

Design of very large airplanes for least system cost in0067 N74-31473 Accounting of serodynamic forces on eithers (propulsion stems programmer pool N75-23607 Structural integrity requirements for projectific limpact image, as overview

Use of the flight simulator in YC-14 design p0124 N76-29294 BORING CO., SEATTLE, WASH.

p0077 N74-28840 Tauhnigal aspects in the design of multi-channel data plection systems p0077 N74-28841 collection systems
Prediction and analysis of the low speed stell characters
(see of the Boeing 747
Experiences with the B-1 navigation filter
2005 N76-2223

pO058 N78-24203 Advances in engine burst containment p0073 N76-32184

Thermal management of flight deck matruments n0075 N77 18041 BORING CO., WICHITA, KANS.

8-52 control configured vehicles program B-92 control configured venicles program po105 N74-31452 Introduction of CCV technology into amplane design nO058 N74-31461

The influence of receils afterbody shape on airplane p0029 N78-23808

The immance of the property of

BORING COMMERCIAL AIRPLANE CO., RENTON,

WASH.
Alteral lift and drag practition and measurement pools NY4-28448
An elitrame manufacturer's requirements for future propulation controls 9000W NY8-23878
BOSING COMMERCIAL AIRPLANE CO., SEATTLE,

are. Application of redundant digital computers to flight Design evolution of the Bosing 2707-300 supersoni transport. Part 1 Configuration development, serodyna

transport. Part 1 Configuration development, aerodyna-mics, propulsion, and structures p0066 N74-31467. Design avolution of the Riceing 270-7300 supersonin transport. Part 2 Design impact of handling qualities utilistis. Right control system concepts, and aerostatic effects on stability and control p0066 N74-31468.

orities in tight control system concepts, and aprocessing effects on stability and control poofs NY-3-1468 Terminal area considerations for an advanced CTOL transport alorsh poof 199-21223 Use of active control technology to improve idequation of large transport alorsh poof 199-21223 poof 199-21028 poof 1

PO019 N77-11973

BRISTOL GENERAL HOSPITAL (ENGLAND).
Physical aspects - ultrasound D218 N76-11996

ERITISH AIRGRAPT GORP., PILTON (ENGLAND).
The effect of active control systems on structural design criteria.
Prediction of supersonic stream servodynamic characteristics.
Active flutter suppression D004 N74-28-562

Communications of active and service stream of service st

Active flutter suppression

Computer generation of ambiguity surface for rader
waveform synthesis

BITISH ARGRAPT GORP. LONDON (SMGLAND).

A review of the lifting characteristics of some (e) lift

V/STOL configurations

BRITISH ARGRAPT GORP. PRESTON (ENGLAND).

The waveform are continuous.

mitten ARCRAPT CORP. PRESTON (INICIAND).
The users' requirements pD077 N74-28934
Recent experience from BAC aircraft for NATO pD027 N74-28934
Propulsion/aircraft design matching experience pD028 N74-32423
The use of computers to define military aircraft structures pD072 N78-17089
Commanis on mathematical modelling of vaternal store release trajectories including comparison with flight data

release trojectories including comparison with hight data policy and the comparison of model and full scale spinning characteristics on the lightning p0168 N76-29249
The problems of cooling high performance military attract
Aircraft power supplies Their performance and limitations
Aircraft power supplies Their performance and limitations
Aircraft cooling techniques p0074 N77-18017
Aircraft cooling techniques p0075 N77-18040
SRITISH AIRCRAFT CORP., WARTON (ERCLAND).
Pre-sign behavior of combat aircraft p0027 N79-22286
Aircraft ceating militariors of projectories systems

Ancreft design implications of opto-electronic systems p0213 N75-26787

UK Jaguar external store flutter clearance p0031 N75-28013
Fire protection of inilitary aircraft p0047 N78-14078 Generation of composite material rists for design

p0133 N76-19236 Air driven ejector units for engine simulation in wind

The growing contribution of flight simulation to aircraft stability, control and guidance problems nO124 N76-29288

Inflight flutter identification of the MRCA p0200 N76-29869 BRITISH AIRCHAFT CORP., WEYBRIDGE (ENGLAND). Direct lift control applications to transport aircraft: A K viewnoint p0002 N76-21231

K viewpoint
Impact of active control technology on alteralt design p0009 N78-30032

Design for inspection and planning for maintenance or ructural integrity p0188 N76-1865 Design to the structural integrity potes in the structural integrity Comments on wind tunnel/light comparisons at high angles of attack based on SAC one-selvers and VCIO po122 N76-25280

expositance
ENITION AIRCRAFT CORP. (OPERATING) LTD.,
ERISTOL (ENGLAND).
Traffic incidelling of military communication systems on
trinital communities of p0248 N76-18287 gital computers
Reverse thurst experience on the Concords
p0028 N75-23495

E perlance with the Concorde flying control system p0010 N76-30046

Structural effects of engine burst non containmen POTEN NO. 19460

BRITISH AIRWAYS, MIDDLESEX (ENGLAND).

Engine health monitoring in a civil airlin

MRITISH COLUMBIA UNIV., VANCOUVER.

Noise source diagnostics using causality correlations p0237 N74-22849 The serodynamics of two-dimensional airfolis with p0024 N75-13809

olicis
A luw-correction wall configuration for airful testing p0115 N76-25234

BRITISH EUROPEAN AIRWAYS, LONDON

Detection and messurement of corrosion by NDI

SRITISH LISBARY, LONDON (ENGLAND), An approach to the development of library and information networks with apacial reference to the UK

BROOKE ARMY MEDICAL CENTER, FORT SAM

HOUSTON, TEX Roentgenographic evaluation in tatal simpaft accident

BROWN, BOVERI AND CO., LTD., BADEN

(EWITZERLAND).
Design of lumine, using distributed or average losses effect of blowing pooA1 N77-12021
EROWN, BOYERI UND CIE, A.G., MANNHEIM (WEST GERMANY).

industry documentation. A necessary evil BROWN UNIV., PROVIDENCE, R. I.
A three-commonses from the

A three-component (aser-Doppler-velocimeter POINT NATIONAL AIRPORT, ZAVENTEM (BELGIUM).

(SELGIUM).
Eddy current NDI in sirline maintenance
poles N76-15468

Gammagraphy in strine maintenance 10188 N78.16472

BUREAU OF MEDICINE AND SURGERY.

WASHINGTON, D.C.

Specific biomedical issues in the escape phase of an combat mishaps during Southeast Asia operations p0043 N74-20788

BURROUGHS CORP., PAGLI, PA. Surroughs automatic communications system the fourth generation (BACS IV) D0246 N75-15272

C

CALIFORNIA INST. OF TECH., PASADENA. Single scattering particle leser Doppler monthly turbulence p0162 p0162 N77-11230 CALIFORNIA UNIV., BERKELEY.

Air pollution characteristics of enterst engines po202 N74-26106 Three dimensional boundary layer separation in supersonio flow po037 N76-17083 CALFORNIA UNIV., BERKELEY, L. WRENCE SERKELEY, LAB.

Fundamental considerations in the design of ferrous slicys

Fundamental considerations in the segin of retroits alloys

CALIFORNIA UNIV., LA JOLLA.

A review of some theoretical considerations of turbulent flams structure

Studies related to rurbulent flows involving fast chemical reactions

Messured visible spectrum properties of real atmospheres

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CALIFORNIA UNIV., LOS ANGELES.

Line of cross-correlation measurements to investigate noise generating regions of a real jet ingities and a model jet good of the control of the contr

heric turbulence causing optical propagation fluctuations

CALIFORNIA UNIV., SAN DIEGO.
Computer simulation of simospheric turbulence and compensated inceping systems p0207 N76-29880 CALMA CO., WILTSMINE (EMCLAND).
Interactive graphics and artwork preparation

p0174 N78-25081

CALSPAN CORP., BUFFALO, N.Y.
Identification of nonlinear sarodynamic stability and control parameters at high angle of attack

control parameters at high engle of attack p0004 N75-2888 Input design for alloraft parameter identification: Using time-optimal control formulation p0008 N75-30010 The efficient application of digital identification techni-

ques to flight data from a variable stability V/STOL accraft. The development of models of shock wave boundary layer interaction.

Experimental facilities and measureme Experimental fedities and measurement techniques p0015 N78-32005 Shock wave-laminar boundary layer interactions p0015 N78-32006

Shook wave-turbulent boundary layer interaction

p0016 N78-32007
Experiments with a self-correcting wind tunnel wind tunnel p0114 N78-25224

Some experiences with the exploitation of measurements the perturbation field in a wind tunnel to improve p0019 N77-11974 CAMBRIDGE UNIV. (ENGLAND).

The mechanics of sound generated by turbulent flows

Impulsive sources of serndynamic sound p02b8 N74-22842 Impulsive sources of aerodynamic sound. Oral seript the introductory review leature p0255 N74-22643 Datailed flow measurements during deep stall in axist p0100 N78-25202 CAMERING UNIV. (ITALY).

CAMBRING UNIV. (ITALY).

Numerical solution of a problem of nonlinear wave propagation through plasmas p0159 N74-31843.

CANADAIS LTD., MONTREAL (QUE 282).

Investigation of externally blown flap airfolis with leading edge devices and slotted flaps p0024 N75-13802.

CANADIAN AIR TRANSPORTATION.

DWINISTRATION, DTTAWA.

Overview of the Canadian Ministry of Transport's STOL demonstration p0021 N77-14987

ANADIAN WESTINGHOUSE CO., LTD., HAMILTON

Powder labrication of fibre-reinforced superalloy tu ALETON UNIV., OTTAWA (ONTARIO).

An engine energier program for hel powerplants p0086 N78-31101

powerplants of the property of

GLASTONBURY, COMM.

Jot engine noise and its control p0003 N78-30170
GENTRAL COMPUTER AGENCY, LONDON

The systems approach to Computer Output Microfilm p0265 N77-10980 DENTRE D'ESRAIS DE PROPULSEURS, BACLAY

Contribution of flight simulation tests to the study of

turbomachine control p0090 N75-2357 CENTRE D'ESEALE EN VOL, SRETIGNY-BUR-DRGE

ANCES, Metrological characteristics of a measuring channel p0077 N74-2898 ab0078 N74-2898 b0078 N74-2898 b0078 N74-2898 b0078 N74-2898 b0004 N78-21241 Data processing p007E N74-28945
Modern means of trajectography
Action of low vibration frequencies on the gardiovascular

stem of man p0214 N75-27692 Rapid flight vibration phenomena and spine fractures p0214 N78-27696

injuries observed following high-speed ejections in the French Air Force p0217 N78-32721 A new energy state of spin, based on French experience on combat sicreat p0108 N78-29260 CKMYRE D'EBEAIS EN VOL. ISTREE (FRANCS). Investigation of the landing approaches for a \$TOL storation of the landing approaches for a \$TOL storation of the storation of

CENTRE D'ETUDE DES MATIERES PLASTIQUES,
PARIS (FRANCS).
Influence of fabrication parameters on the ropture of glass
fiber reinforced plastics p0132 N75-23704

CENTRE DE RECHERCHES DE MEDECINE AERGFAUTIQUE, PARIS (FRANCE).

RAYRE DE RECHEROHES DE MEDICINE
REGEMENTOUS. PARIS (FRANCE).
Study of main's physiological response to exposure to
infra-sound sevals of 130 dB p0216 N75-27711
Effect of low frequency asked vibrations on monthinal
activity of a ret
p2216 N79-2771
The piece and role of medical services in flight safety
sound of the presentation and means send in the English study of the organization and means used in the French Air Forces 100233 N77-17713

CENTRE DE RECHERCHES DU BOUCHET, VERT DE New propellants for tection weapons. Silenes

Strong impact propellants of little specific attenuation for radiostactric waves p0144 N77-11191 CENTRE DE RECHERCHEF DU SERVICE DE SANTE

DES ARMESS, CLAMARY (FRANCE).

Experimental study of vision denoting in CENTRE DE RECHERCHES METALLURGIQUES, LINGS

(BELGIUM).
High-strength powder-metallurgy cohalt-base sin use up to 850 deg C p0141 N77-

p0141 N77-18171

CENTRE NATIONAL DESURED DESCRIPTION OF THE PROPERTY OF THE PRO

SPERIOR NATIONAL DE LA RECHERCHE GCIENTIFIQUE, MEUDON (FRANCE). Separation hubble produced by a shellow depression in a wall under laminar supersonia flow conditions B0033 N76 17038

GENTRE NATIONAL DE LA RECHERCHE SCIENTIFICUE, TOULDUSE (PRANCE). A family of modular processors The ASMODEE (A247 N76-1820) CENTRE PRINCIPAL D'EXPERTISES MEDICALES DU

PERSONNEL NAVIGANT, PARIS (FRANCE).
The role of vonal sudiometry in the selection of navigation personnel

NOVOS N78-23090

Incidence of infectious tropical diseases diagnosed on vina paraonnel p0224 N75-14770

Concerning flight and the correction of preshyopse p0241 N77 12713

CENTRO APPLICAZIONI MILITARI DELL'ENERGIA NUCLEARE, PIRA (ITALY).

Gas turbine transfers operating conditions due to external blast wave imputes p0098 N7d 28

CENTRO DI STUDI E RICERCHE DI MEDICINA AERONAUTICA E SPAZIALE, ROME IITALY).

Visual adulty of setigmatic subjects as Catecholamine excretion from Sir cadets

p0211 N78-24303 Flight fitness and psycho-physiological behavior of

ent pilote in the first flight mission p0211 N75-24304 Psycho-physical performance of Air Force technicians after long duration noise exposure p0226 N76-17793

her long duration noise exposure p0228 N76-17793 Influence of the nnies on catecholemine excession p0226 N76-17798

Behavior of some respiratory parameters in candidate pilots. A comparative study between two different groups exemined at ten years interval. p0229 N76-27831 p0229 N76-27831

semined at ten years intervel

Control of hemostetic disorders in Air Force personnel
p0229 N76-27833 Utilisation of human centrifuge for training military pilots

in the execution of protective straining maneuvers p0221 N77-11651

Legal aspects of flying accidents investigation disseter po233 N77-17716 CHELTON (ELECTROSTATICS) LTD., MARLOW

(ENGLAND).
Airbone low-VHF entennes Airboine low-VHF entennss
CHEVRON RESEARCH CO., RICHMOND, CALIF.
Fretting weer of steel in lubricating oils
p0147 N78-22503

CINCINNATI UNIV., OHIO.

INCINNATI UNIV., OHIO.

Evaluation of several approximate models for laminar incompressible separation by comparison with complete Navier-Stocks solutions pools N76-17035

Finite difference solutions for supersonic separated flows
Transmission of circumferential infet distortion through

a rotor
CITY UNIV., LONDON (EMGLAND).
A raview of research in the United Kingdom in the field of multiple flows of soldie and gases. p0182 N77-12388
CIVIL ABROMEDICAL INST., OR LAHOMA CITY, OXLA.

Accident experience of civilien pilots with static physical facts p0227 N76-19791 defacts p027 N76-18791
Assessment of perceptual and mental performisance in civil evaluon personnel
Studies on stress in evietton personnel analysis and presentation of deta derived from a battary of measurements
p0229 N76-27828
GLARKSON COLL, OF TECHNOLOGY, POTSDAM, N.V.

Fluorescent and Hamen scattering in periodes p0205 N78-2983 | COLLINE RADIO CO., GEDAR HAPIDS, (OWA.

HF antenna systems for small sirplanes and hallcopters

COLOGANE UNIV. (WHET DEMMANY).
Theoretical studies of the transfer of policy Andersedition in the stroughters.

Description of the transfer of policy radiation in the stroughters.

DOLOGANO USEN.

COLORADO UNIV., BOULDER. COLDARDO UNIV., BOULDR.
Modeling of rough surfaces p0280 N75-22048
Review of ground wave propsystem over non-uniform
surface
COLY INDUSTRIES, INC., WEST HARTFORD, CONN.
Advanced engine mounted fuel pump technology
p0092 N75-236/1
COMISSÃO DE STUDOS DA ENERGIA NUCLRAR,

JEBON (PORTUGAL).

Whistler Triggered emissions p0157
COMMISSANIAT A L'ENERGIE ATOMIQUE, p0157 N74-31830 GRANOBL'S (FRANCE).

(RRENOS): (PRANCE).
Production of powders from Itlantum alloys by vacuum busino cantrifugation nO.38 N77-15154
COMMISSARIAT A J. ENERGIE ATOMICUS,
TOLLOUSE (PRANCE).
Possible utilisation of electron suan microscope for the

study of composite materials with organic matrix p0133 N75-23708
Measurement and enelysis of smoke and toxic gases resulting from the combustion of shorth cablin finishing n0046 N76-1407

COMMISSION OF THE EUROPEAN COMMUNITIES. LUXEMBOUNG.
International natworking - Information retrieval requ

p026B N78-23379 COMMUNICATIONS RESEARCH CENTRE, OTIAWA

A drossed-slot ball array antenna for satellite applica-in p0170 N74-31682 UHF linear phased arrays for auronautical satellite

Ohr inter-pulse politications

Narrowband radio noise in the topside ionosphere politic N74-31834 Channel fading on air mobile satellite con

links potes of the measurements of time delay and angle of arrival over a 911 km Hr path potes N76 20301 COMPAGNIR GENERALE D'ELECTRICITE.

MARCOUSSIS (FRANCE).
Holographic storage of optical images and visualization of laser systems polls N75-16837
Optical fiber communication enboard alteraft

00186 N75.16841 COMPUTER AIDED DESIGN CENTRE, CAMBRIDGE

Data banks and networks for engineering design purp-2284 N75-23376 COMPUTING DEVICES OF CANADA. - TO., OTTAWA

Migraprogrammed computer combined aviance display Minoprogrammes p0248 Nrv 1122 and data processing p0248 Nrv 1122 An optimally integrated projected map navigation p0002 N76-32176 CONAWAY PRESSURE SYSTEMS, INC., COLUMBUS,

Notes on some economic aspects of HIP

p0139 N77-15160 CONNECTICUT UNIV., STORRS.

Lifetime prediction methods for slevated temperature fetigue p0198 N78-10482
Meximizing user benefit from a technical information p0270 N78-26103

center p0270
CONSIGLIO NAZIONALE DELLE RICENCHE,

ROLDGNA (ITALY).

Determination of siant visual range from lider signatures.
analysis of simulated signatures p0207 N78-29849
CONSIGUIO NAZIONALE DELLE RICERCHE. PRABCATI (ITALY).

PRABCATI (17ALY).

Measurements of angle of errival fluctuations of a laser
bosts due to tuticulence pO206 N76-29840

CORNELL UNIV., ITHACA, N.Y.
Environmental effects in fracture pO193 N74-23422

Double cross modulation in the D-region

GRAMPIELD INST. OF TECHNOLOGY (INSLAND).

Firs, fuel and survival: A study of transport signal socidents, 1985 - 1974

Luminar and turbulent boundary layer esparation at supersonic and hypersonic speezis p0035 N75-17048

Dynamic Internal flows in compression with pressure substitutional label semilier. rectifuted inlet conditions p0098 N76-25185 Fect force system with an inertia reduction capability

The measurement of igniter heat flux in solid propellant p0144 N77-11192 GREARE, ING., HANOVER, N.H.

Design optimization and performance insp prediction for centrifugal compressors and radial inflow turbines

CUBIC CONP., SAN DIEGS, CALIF.
Air combet managination Air combet maneuvering range

D

DANISH ATOMIC ENERGY COMMISSION, RISCE Information utilization in government recessor inet tions: An attempt at a user-oriented approach n0270 N76-26107

DANEK TEKNISK OPLYSHINGSTJENSSTE, COPENHAGEM. In Influence of Information flow on the organization of an onlinerise pC270 N78-25104 of an unterprise pG270 N7

Electric generation and unboard networks in airplanes programme and organization are modern airplanes pCO78 N77-16038
DAYTON UNIV. RESEARCH INST., OHIO.
Performance and physiological effects of combined stress

including vibration p0218 N78-27701
DE HAVILLAND AIRCRAFT CO. LTD., DOWNRVIEW (ONTARIO)

(ONTARIO).
The development of an integrated propulsion system for jet STOL flight research upode N74-20429
Research mito powered high lift systems for aircreful with turbofan prepulsion p023 N78-13797
DE HAVILLAND AIRCRAFY CO. UP CANDA LTD.,
OTTAWA (ONTARIO).

STOL revelopments p0027 N77-14986 DEGGA NAVIGATOR CO. LTD., CHESUNGTON

(ENGLAND), Integrated Doppler/heading reference/redio o

DEPENCE AND CIVIL HIST: OF ENVIRONMENTAL MEDICINE, DOWNSVIAW (ONTARIO). Aircraw workload and luman performance The problem feeling the operational numerater p0237 N78-12596

Accident statistics relevant to windblast p0217 N78-32719

The incidence of temporary and parmanent hearing loss among electews exposed to long-duration indice in malitime patrol elected [DCIFM-75-RP-1073] p0226 N76-17792

A conceptual model for operational stress p0739 N75-28781

DEFENCE RESEARCH ESTABLISHMENT VALCARTIER (QUEBEC).

Log-normal probability distribution of strong irradiance fluotuations: An asymptotic analysis p0208 N76-29833 (TCA) CO2 lase: p0021 N77-14988 Transversely Excited Atmosphers (TCA) development and applications p0021 N77-DEFENCE RESEARCH INFORMATION CENTRE.

TAPINGTON (ENGLAND).
The use of a mini-computer at the Defence Russe Information Centre (DRIC) p0286 N77-189 DEFENCE SCIENTIFIC INFORMATION MERVICE.

OTTAWA (ONTARIO).

Bibliography on Modain Prediction Methods for Turbon-achine Performance p0101 N76-26218

DEFENSE ADVANCED RESEARCH PROJECTS AGENCY, ARLINGTON, VA. Compensated Imaging p
DEFENSE DEPT., WASHINGTON, D.C. p0207 N76-29848

A study on medical officer career management and retortion in the USA armed forces p0217 N75-29729 DEFENSE DOCUMENTATION CENTER, ALEXANDRIA,

Linking US/DOD and other scientific/technics 10284 N78-2337F

DEPARTEMENT SYSTEMES ADVANCES ARROSPATIALE, TOULOUSE (FRANCE)

DSPATIALE, TOULOUSE (PREDENT)
The cooling of aviation equipment on board commercial poors N77 16044

DOUGLAS AIRCRAFT CO., INC., LONG BEACH,

DOW CORNING G. M. B. (L. MUNICH IWEST GERMANY).
Lubrication under extrenie prosture p0147 N75-22497

DOWTY FUEL SYSTEMS LTD., CHELTENHAM

DOWTY ROTOL LTD., GLOUGESTER (ENGLAND).

ine design

The influence of noise requirements on \$TOL

DRAPER (CHARLES STARK) LAB., INC., CAMERIDGE,

Display generator instruction set considerations for poosit N78-17129

Digital phase processing for low-cost omage receivers pooed N76-32155

Design and construction of the sliphs jet flutter model iii0117 N76-25249

WASI: Weepon elming training simulator installation p0127 N78-29313

The application of fracture mechanics in the development of the DC-10 futelage p0193 N74-23428

Creative advanced design A key to reduced life-cycle pets p0086 N74-31462

Remarks on find dynamics of the stall p0026 N78-22282

மட்கையு. Afterburning regulation concepts ____ நடு091_N76-23687 Afterburning regulation opinions photos program specification possess specification possess programmes program

DOME N74-20423

CORPORATE SOURCE INDEX DEPARTMENT OF INDUSTRY, LONDON (ENGLAND). formation requirements of engineering designers p0271 N76-25110 DEPARTMENT OF NATIONAL DEFENCE, GYTAWA Canadian military air material requirements p0021 N77-14983 Research and development in support of Canadian military requirements p0021 N77-14984 DEPARTMENT OF THE NAVY, WASHINGTON, D. C. Non iomaing electromagnetic fields Environmental factors in relation to military personnelp0233 N77 18732 DEPARTMENT OF TRADE AND INDUSTRY, LONDON D0202 N74-26108 Air pollution from aircraft DEPARTMENT OF TRANSPORT, OTTAWA (ONTARIO), Aeronautical establito system (AEROSAT) p0088 N78-23227 DETROIT DIESEL ALLIBON, INDIANAPOLIS, IND. f DISSEL ALLISON, IMPURITY OF powered lift of ownsiship for propulsion system of powered lift poose N74-20427 atroiah poose N74-20427
Through-flow calculations turbomachinery design poo40 N77-12017
DEUTRCHE FORECHUNGS. UND VERBUCHEANETALT FUER LUFT. UND RAUMFAHRT,
SAD GODESBERG (WRST GERMANY).
Air operations and citicadian performance rhythms poo230 N75-2787. rmance rhythms p0239 N75-25787 DEUTSCHE FORSCHUNGS- UND PO239 N76-26787 VERBUCKEANSTALT FUER LUFT- UND RAUMFAHRT, BERLIN (WEST GERMANY).

Assolution of furbulent jet pressure into esimuthal components p0289 N74-22669 DEUTSCHE FORSCHUNGS- UND VERBUCKEANSTALT FUER LUFT- UND MAUMFAHRT, ERUNSWICK (WEST GERMANY).

Telsmedick (WEST GERMANY). JNEWFICE (WEST SEARCH STATE ST serodynamic problems Digital fly-by-wire control system with safetingnosing feature detection p0.08 N74-3.1945 In-flight measurement of sircraft antannes radiation patterns. Steep approach hight test results of a business-type aircraft with dirent lift control p0.004 N78-2.1240 Prediction of the optimum location of an acalle shaped body on the wing of a wing-body configuration by invitation of the control of the polymorphism of the polymorphis parameter adjustment and frequency response method n0006 N75-30014 p0006 N75-30014
An experimental study of the influence of the jet parameters on the afterbody drag of a jet engine nacelle scale model.

JO178 N75-16360
Influence of jet parameters. Roattall pressure distribution and pressure drag p0180 N76-16368
Comparison of conventional and advanced shrapkt displays pools and advanced entraint displays pools N76-17911

Efficient assessment and optimization of display layout by continuous tachistoscopy pools N78-17112

Experiences in flight testing hybrid navigation systems pools N78-24204 p0008 N76-24206

Bystematical investigations of the influence of wind funnshubblence on the results of model force-measurements p0.119 N76-26289

Status of methods for aircraft state and parameter fentification p0.121 N76-26282

Some informat comments about the research storath in control to p0.121 N76-26282

The use of a flight stimulation in the synthesis and valuation of new command control concepts. avaluation of new command control concept oncepts p0124 N70-29281 DEUTSCHE FONSCHUNGS. UND VERSUCHEANSTALT FUER LUFT. UND RAUMFAHRT, COLOGNE (WEST GERMANY). Analysis of unatwady flow in a transcrite compressor by means of high-response pressure measuring tech ilgore poos? N76-25179 improved displacement corrections for bulky models and ground simulation in subsonic wind to p0116 N76-26236

DIRECTION DES ÁNCHERCHES ET MOYENS D'SSAIS, PARIS (PRANCE). Atmospherio leser bearn propagation PRANCE (WEST GERMANY) A leser-dual-focus velocimeter for wind tunnel applica-p0117 N76-25245 Application of a laser-Doppter-velocimater in a trans and supersonic blow-down wind tunnel p017 N76-25246 Compressor design and experimental results p0041 N77-12023 Comparisor between the calculated and the apprimental

issults of the compressor test gases p0041 N77-12024
DEUTSCRE FORSCHUNGS- UND
VARBUCHSANSTALT FURR LUFT- UND RAUMFAHRT,
GOETTINGEN (WEST GERMANY).

airplanes

Wind tunnel testing with engine simulation for V/STOL

elirplanes p0086 N74-20409
Distributions of sound source intensities in subsonic and supersonic jets p0258 N74-22846 A method for prediction of lift for multi-stemant airfoid systems with separation p024 N76-13807
An account of the scientific life of Ludwig Prandil p0022 N76-17031
Calculation of the three dimensional laminar boundary sayer around bodies of revolution at incidence and with separation
Wind tunnel test techniques for the measurement of unsteatly airfoads un deciliating lifting systems and foll-span

unsteady sirioads on deciliating lifting systems and full-sp Orbits pools in the major process of subsonic of transport cascades pools (1975) 176-24150 pools of transport cascades pools N76-28196

and transprint cascades p0099 N78-28198
The Ludwing tube: A proposal for a high Reynolds number transprint wind tunnel p0113 N78-28216

DOUBS N74-20409

investigations on a plate with uniform boundary layer suction for ground effects in the 3 m x 3 m low speed wind tunnel of DFVLR-AVA p0116 N78-25241 p0118 N76-25241 Picking up and graphing of three dimensional flow posson N77-11886
Gas flows with solid particles. Research and development to Germany p0192 M77-12354 DEUTSCHE FORSCHUNGS- UND VERBUCHBANETALT FUER LUFT. UND RAUMFAHRT.
OBERPFAPPENHOPEN (WEBT GERMANY).
Determination of the movement of the apparent phase centers of aircraft anterinas for calibrating the ZUBR interferometer p0173 N74-31704 Airbnine instrumentation altimeters. Doppler-navigators. velocimeter, CAT-tletection p0185 N75-16832
Application of advanced model-following techniques to rehicles

Design and enalysis of low-order litera goods NY8-30038

Design and enalysis of low-order litera spoled to the illentment of inertial platforms p008 NY8-24207

Design of electronic circuits and component selection or high reliability poles of high reliability poles of the selectronic circuits and component selection or high reliability testing of electronic partspol pol 19 NY8-24810

Reliability testing of electronic partspol pol 19 NY8-24810

The influence of the atmosphere between helicopters and cound-targets on the downward and upward visibility. the design of flight control systems for co vehicles DEUTSCHE FÖRSCHUNGS- UND VERSUCHSANSTALT FUER LUFT- UND RAUMFAHRT, PORZ (WEST GERMANY). Aerodynamic interference between fuselage and lifting its emerging from its lower part po086 N74-20413 Euteotic phase equilibrie p0130 N75-11041 Processing of dispersion hardened materials Detailed experimental and theoretical analysis of the sendynamic interference between lifting jets and the fuselage and wing p0030 N75-23809. Some problems and espects in combustor modeling p0149 N75-0373 p0167 N76-22762 On the applicability of ratioutated foams On the applicability of ratioulated foams on of fuel tank explosions p004 / N75 14075 Fire fighting agents for large sirent fuel fires p0047 N76 14080 The laser-dual-focus flow velocimeter

Contribution of the Institut fuer Angewandte Gasdynamik of the OFVLM, Potz-Wahn p0178 N76-18361 DURHAM UNIV. (ENGLAND). Through-flow calculations in exist turbomachinery: A technical point of view p0040 N77-12015 Fracture machanics of high temperature constitute constitute to the point of the p0183 N77-11241 DEUTSCHE FORSCHUNGS. UND VERSUCHSANSTALT FUER LUFT. UND RAUMFAHRT, STUTTGART (WEST GERMANY). An experimental study to determine fature envelope of composite meterials with tubular apnoliment under compliand fosted and comparison between several crassical ancets policy of the propert Ossetomant of a small solid propellent rockst motor for faxible range requirements polida N77-11188 DVNATEGH R/D CO. CAMERIDES, MASS. Flow field and performance map computation for asial-flow compression and turbines p0101 N76-28212 Transportation by air of a Lacis fever patient in 1974
p023 N76-14783
DEUTSCHE VERBUGHBANSTALT FURR LUFT. UND
RAUMPAHNT, BAD GODSSBERG (WEST GERMANY).
2Heula of transient vibrations on human safety and
partournesson.

DREXEL UNIV., PHILP DELPHIA. PA.
The mechanical metallurg of directionally solidified composites. Strangthening Fundamentals, tensils, creep, fallique and toughness properties. pD130 N78-11037
DUNIAP AND ASSOCIATES, NC., LA JOLLA CAUP.
Pilot landing performance under high werkleded corditions.
Beautistics of siles healested. Prediction of pilot performance. Blochamical and sleep-mood correlates under high workload conditions Evaluation of the special senses for flying duties:
Parceptual shifties of Landing Signal Officer (150)
p0210 N75-23093 ECOLE NATIONALE D'INGENIEURS DE L'ONSTRUCTIONS AERONAUTIQUES, TOULOUSE (FRANCE). Bludy of a preventive maintenance system as classified Bludy of a preventive maintenance system as classified by diagnostic and pronosite breakdowns. Application to Merborne 2F mytos p.008 N78-31092 FCOLE NATIONALE SUPERIEURE DE L'ARRONAUTIQUE, TOULOUBE (FRANCS). Four-D navigation in terminal zones: An automatic protein protein poolem protein prot DO188 N78-16843 Standardization of objective medico-psychiatric question-DIREZIONE LABORATORI AERONAUTICA MILITAIRE, X-ray diffraction p0189 N76-1647)
DOMAINE UNIV., SAINT MARTIN D. HERES (PRANCE).
Orientation solidification of uiphese composites. Case of multiconstituent systems, laminer and point defect phases.
phases.
DOTALIER-SYSTEM G.M.E.H., FRIEDRICHSHAPEN Simulation of a visual aid system used for the piloting of helioppiers in formation fiving p0125 N76-28301 of helicopters in formation flying policy for the pitoling policy for 28901 EDGRAYON, OSRMESHAUSEN AND GRIER, INC. ALBUQUERQUES, MEX. The HITVAL program instrumentation p0111 N76-23288 EDINBURGH UNIV. (SCOTLAND). System analysis for a battle hald sit supariority fighter project with respect to minimum rost ploof. N74-314-1 Protection of accordance interference effects with jet-life and famility N731-2-2-2-2-2 EDINSURGH UNIV. (SCOTLAND).

Mucaurement of periodic flows using leser Doppler correlation techniques

ESC RESARCH INST., OSLO (NORWAY).

Diess response and stress tolerance in fighter pilots fulning 0 of manusurem po221 N77-11683

ELECMA, SURESNES (FRANCE). Problems of antennas operating in the telemetric 8 band region points N74-31873 CENTER, ANNAPOLIS, Mb.
Application of programmable calculators to EMC enally sia policeilon of Markov chan theory to the modelling of IFF/88R systems D0182 N76-18278 ELECTRONIC COMMUNICATIONS, INC., 87. PETERSBURG, FLA.
Antenne-to-antenna EMC analysis of complex sirbc communication systems p0182 N75-18
SLECTRONIQUE MARCHL DASSAULT, ST. GLOUD

Prediction of serodynamic interference effects with jet-line and famility VIOL aircraft p025 N75-13818 Experience with K-1040 FDR8 evaluation with respect to engine disgnostics p0095 N76-31098 Theoretical and experimental alimitation in methods for external sions apparation trajectories p0220 N77-11981 Numerical simulation of threst dimensional transmite Row including wind tunnel wall effects p0020 N77-11984 Advanced thermal components for efficient cooling of exonic systems DORNIER-WERKS G.M.B.H., FRIEURICHSHAFEN (WEST GERMANY). Problems of V/STOL strongly connected with the propul-sion system as experienced on the Do 31 experimental pO008 N74 20430

Practical finite element method of failure prediction for amposite meterial structures p0132 N76-23703 composite meterial structures Determination of stability derivatives from flight test results comparison of five analytical techniques 00008 N78-30007

Determination of stability derivatives from flight test results by means of the regression analysis HO007 N78-30017 Influence of configuration factors on buffelling p0017 N76-14029

Flaw detection by means of holographic interferome

High-performance compact wind tunnel dealgn p0114 N76-25222 Measurement techniques for jet interference effects p0116 N76-28240

The MECRA experimental computer model with automa to reconfiguration p0248 N75-18275
Generation and effects of conduction and radiation none voltages between the components of a single system p0163 N75-18288 ELETTRONICA B.R.L. ROME (ITALY). LEA microwave approach and landing system pool4 N76-22200 ELTRO G.M.B.H., HEIDELBERG (WEST GENMANY).

Using lider for measuring visibility p0208 N76-29868 EMI ELECTRONICS LTD., FELTHAM (ENGLAND). Upper L-band telementry serials for rockets and missiles p0172 N74-31690

Opto-electronic systems. Perceptual limitations and enhanczment p0212 N76-26783 world displays Human engineering aspects Two world displays Human engineering aspects p0212 N75-28785 EMI ELECTRONICS LTD., HAYES (ENGLAND).

EMI ELECTRONICE LTD., HATES [EMCLARD].
Integration algorithm in a digital display store for airborne
surcellance redar pO081 N76-17130
ENVIRONMENTAL PROTECTION AGENCY,
ARLINGTON, VA.
The role of EPA in regulating aircreft/eirport noise
pO084 N78-30173
ENVIRONMENTAL RESEARCH INST. OF MICHIGAN,

ENVIRONMENT AL REBERRON INST. OF MICHIGAN, ANN AMBOR. Passive Infrared systems p0281 N75-10784 ERLANGEN-NUREMBERG UNIV. (WEST GERMANY). Objective eletrophysiological measurements of ear characteristics, intelligibility of vowels and judgement of the stage of estantion p0208 N75-33081 Vibratese language p0216 N75-2713 EUROCONTROL AGENCY, SRUSSELS (SELGIUM). Medical problems relating to all raffic control personnel p0060 N76-32054

Aircraft trajectory prediction data for ATC purposes
p0061 N78-32064
Display techniques for six traffic control systems

n0082 N75-32075

Use of computer in air traffin control p0053 N75-32076 Eurocontrol data processing systems

aurodontrol data processing systems p0083 N76-32080
The introduction of accurate aircraft trajectury practicions air traffic control p0085 N76-23206

The introduction of accurate aircraft trajectury pradictions in six traffic control pOOSB N78-23206 EUR/JCONTROL AGENCY, MAASTRICHY
(NETYMERLANDS).

The Mesericht data processing and display system: A step in automation of air traffic control (the software structure of the system) pO/249 N78-18294 EUROPEAN SPACE AGENCY, FRASCATI (ITALY).

Maximising the use of an information service in an international anvironment pO/257 N77-18936 EUROPEAN SPACE RESEARCH ORGANIZATION,

FRANCATI (ITALY).

On-line networking between information centres in Europe p0265 N75-23376

EUROPEAN SPACE RESEARCH ORGANIZATION, MOONDWILL (NETHERLANDS).

Multipath in an aeronautical satellite system

EUROPHAN SPACE TECHNOLOGY CENTER, NOORD WIJK (NETHERLANDS),

Habitability design in Europe's specalab: p0216 N76-29724

F

FACHHOCHSCHULE, COLOGNE (WEST GERMANY), Signal analysis of fluidio networks 90181 N76-21439 FALCON RESEARCH AND DEVELOPMENT CO.,

NVER, COLD.

Dynamic modeling of sircraft fuel tank environments and vulnerability p0048 N78-14087
PAREWERKE HOECHST A.G., FRANKFURT (WEST

GERMANY). International medical information systems

p0283 N74-27450

City, N.J.
Characteristics of Halon 1301 dispensing systems for already cabin fire protection p0047 N76-14082 FEDERAL AVIATION ADMINISTRATION. WARHINGTON, D.C.

DO081 N75-32061 The satellite as an aid to air traffic of

United States program to ICAO for a new non-visual pooss N78-23217 approach and landing system p independent landing monitors/survey

ey report p0067 N76-23220 Definition and measurement of perceptual and mental workload in electric and operators of Air Prices weapon systems, a status riport po238 N76-25783 PEDERAL AWATION AGENCY. WASHINGTON, D.C. ATCRS5 improvement program (ADC-241)

[ARD-241] pO064 N76-23198 Intermittent positive control: A ground-based collision avoidance system p0056 N76-23208 PEBERAL INST. FOR OCCUPATIONAL SAPETY AND ACCIDENT RESEARCH, DORTMUND (WEST

A review of blomechanical models for the evaluation of review or indimediated indess to the evaluation stress
policis not provided to the evaluation stress
policis not provided to the evaluation of the evaluatio

PERNMELDETECHNISCHES ZEN'I RALAMT, DARMSTADT (WES): GERMANY).

Stepped reflector antenna with a sector shaped main p0174 N74-31708

FERRANTI LTD., BRACKNELL (ENGLAND).
Autoutes system architecture p0243 N78-16241

FERRANTI LTD., EDINBURGH (SCOTLAND). High efficiency antennas for airborne rater D0169 N74-31871

Inertial nevigation and air traffic control 00062 N75-32072

Integrated multi-function coulcpl display systems p0079 N76-17114

The application of electronic and combined displays to p0081 N78-17133

COMED: A combined display including a fuel electronic facility and a topographical moving map display poo82 N76-17134

The conception of low cost nevigation systems PO069 N76-32161 ience?
Two new sensors and their possibilities in low cost
poof1 N76-32166

heading reference systems FERRANTI LTD., OLDHAM (ENGLAND). CRT's for electronic airborne displays

DO079 N78-17118

FIAT S.P.A., TURIN (ITALY).

Engine cycle selection for commercial STOL stroraft DOORS N74-20408

Self-lubricating polymers

PORSCHUNGSINSTITUT DER DEUTSCHEN

SUNDESPOST, DARMSTADT (WEST GERMANY).

A sumparison between the Deutsche Sundespost
ionospheric HF radio propagation predictions and measured
poles N78-20312

poles N78-20312 TORGCHUNGSINGTITUT FUER ANTHROPOYECHNIK,
MECKENHEIM (WEST CERMANY).
The Influence of visual experience and degree of stylize-

tion on height and distance judgement in al p0128 N76-29302

Comparative experimental evaluation of two-dimensional and pseudo-perspective displays for guidance and control pode3 N77-16053

FORSCHUNGSINSTITUT FURR FUNK UND MATHEMATIK, WERTHOVEN (WEST GERMANY).

THEMATIE, WENTINGTON (VVCC) WENTINGTON, Off-boresight angle estimation with a phase comparison pool 73 N74-31705 Distribution of the tanks in a phased-array rader system between general-purpose computers and special processing units p0247 N75-15277

FORECHUNGBINSTITUT FUER HOCHFREQUENZPHYBIK, WERTHHOVEN (WEST

GERMANY).

Mediction characteristics of thinned erray entennas p0173 N74-31700

FORECHUNGSINSTITUT PUER OPTIK, TUEBINGEN

(WEST GERMANY).

Experimental and computational comparison of different methods for determination of visual range. DOZO4 N76-29820

Propagation of focused leser beams in the turbulant massivers p0208 N76-29838 mosphere
Passive and active atmospheric vision
p0207 N76-28884

FRANKFORD ANSERAL, PHILADELPHIA, PA.
Tachnical diagnosis: A systems approach
p0094 N78-31089

FRAUNHOPER, GRAFIL BOHAPT. GARMISCH-PARTENKIRCHEN Remote serosol sensing with (WEST GERMANY). absolute calibrated accept N76-20819 double frequency lide:

G

QEC-MARCONI ELECTRONICS LTD., CHELMSFORD

GLAND). Scattering out of the evaporation duct p0281 N78-22087

p0281 N78-22087
An ionospheric Morim model used for forecasting
p0.166 N78-20314
Ship-shore communication at about ranges
p0.166 N76-20319
GEC TURBINE GENERATORS LYD., MANCHESTER

Through-flow calculation procedures for application to high speed large turbinas pOC41 N77-12020 GENERAL DYNAMICS/CONVAIR, SAN DIEGO, CALIF.

The many facets of 3D transmits shock induced separa-tion post of 3D transmits shock induced separa-post N78-17070
ENRRAL DYNAMICS CORP. SAN DISCO, CAUF. Model systems and their implications in the operation of pressuit

RMS A position location system for modern weapons testing and evaluation p0111 N76 GENERAL DYNAMICS/FORT WORTH, TEX. Freliminary design aspects of design-to-cost for the YF-16

pe righter p0085 N74-31480 team leader's role in design to onst preliminary The team leader's rule in design to not preliminary seign p009s N74-32426
The roles of analysis in relation to structural testing p0072 N76-17992 impact of Reliability Improvement Warranty (RIW) on vionity reliability

Avianic raliability and life-cycle-cost partnership p0190 N76-24608

p0.181 N.75.24811
The stell/apin problem - American industry's approach
p0.108 N.75.29247
YF-16 high angle of attack test experience
p0.108 N.76.29205
The effect of avlorics system observational power subsystems
alterate size, opolling, and electrical power subsystems
according to the control of the contr

GENERAL ELECTRIC CO., CINCINNATI, OHIO.
Recent technology activation

Recent technology advances in thrust vectoring sys-ns pOOSS N74-20410 Regultements for and characteristics demanded of high requirement for any unincertainty of 130 N75-11035
Rens 95 powder matelitingy opportunities for gas trubine applications
—poi140 N77-15166
GENERAL ELECTRIC CO., EVENDALE, OHIO.

Hot isostatio pressing of Ti-6AI-4V powder forging p0141 N77-16174

GENERAL ELECTRIC CO., SCHEMESTADY, N.Y.

ERAL ELECTRIC CO., Etherwise, in jet noise pozifi N74-22862 Transionospheric affects on range measurements at p0184 N76-20307

GENERAL ELECTRIC CO., BYRACUSE, N.Y. tomospheric rader range error correction by the inocherent scatter-Faredy rotation technique p0185 N78-20309 GENERAL MOTORS CORP., INDIANAPOLIS, IND.

The unsteady aerodynamic response of an eirful pascade to a time-varient supersonly inlet flow field pOD99 N76-25195

GENCA UNIV. (ITALY).

On the evaluation of main-made electromagnetic noise interfeting with communications in the E. L. F. range.

GEORGE WASHINGTON UNIV. WASHINGTON, D.C. Sale Records to the Control of the Contr

Masic concepts in fracture mechanics

Dplical measurements of thermodynamic properties in flow fields. A review p0162 N77-11233 GEORGETOWN UNIV., WASHINGTON, D.C.

The gatekeeper hypothesis and the international transfer of scientific knowledge p0271 N76.25113

GHENT UNIV. (SELQUM).

Stability of helipoidal motions at high inc

QUTTINGEN UNIV. (WEST GERMANY).
EXPERIMENT CONCERNING the flow dependent accepting the flow dependent accepting the flow dependent accepting the flow dependent acception properties of perforated plates p0288 N74-22657 GRUMMAN ASROSPACE CORP. SETTIFACE, M.Y.

An experimental investigation of the component drag composition of a two-dimensional inlet at transcribe and supersonic speeds

omposition of a two-amenatorial lines at transcrite and personic speed.

Recent observation on external plots flutter.

Engine health and fault detection 0031 N78-28019

Engine health and fault detection 00094 N78-3189

Open N78-31904 N78-31904

Engine hearin and result desceion monitoring: its runction and implementation procedure p0094 N3-31090 Composite materials design from a materials and design perspective. Pol 133 N7-19237 Near-net puwder metallurgy airframs atructures p0142 N77-15176 GRUMMAN ARRUSPAGE CORP., GALVERTON, NY,

MMAN ARRUSPACE CORF., STATE 14A stall spin prevention system flight test p010S N75-29263

HAMILTON STANDARD, WINDSOR LOCKS, CONN.
Orlan propulsion for short hast transports
pOGES N74-20424
Application of rotor mounted pressure transducers to
energists of inlet unbelience pOGG7 N78-28177
HAMILTON STANDARD DIV., UNITED AIRCRAFT
CORP., WINDSOR LOCKS, CONN.
Research toward development feasibility of an advanced
technology V/STOL propeller system pOGG8 N74-20414
Engine control for harpoon missile system
pOGG N78-23580
Patemeter selection for multiple fault disengestics of das

Parameter selection for multiple fault diagnostics of gas thina anninas p0096 N75-31103

turbine engines
HARRY DIAMOND LASS., ADELP HI, MD.
Analytic design of laminar proportional amplifiers
p0180 N78-21434

The design of fluena, turbulent, well ettechment flip-apa p0181 N78-21437 Fluidic notch filme nO181 N76-21441 Circuit models of passive preumatic fluidic compansation p0181 N78-21445 Fluidic standardization efforts nO161 N76-21443

Fabrication requirements in fluidios technology p0162 N78-21448 HARRY DIAMOND LABE., WASHINGTON, D.C. A third-order specular-point theory for rade: backers
p0250 N75-220

Military applications in fluidies

Military applications in nurses

HARVARD UNIV., CAMERIDGE, MASS.

Status of input design for stratch parameter identificap0005 N78-30009 HAWKER SIDDELEY AVIATION LTD., BROUGH

QLAND).
Active control technology A military aircraft designer's poods N75-30034 (ENGLAND). viewpoint

ewpoint
Flight/tunnel compelland of the Installed drag of wing p0123 N76-25300 mounted atores Some navigational concepts for remotely piloted vehic-pod59 N78-32153 HAWKER SIDDELEY AVIATION LTD., HATFIELD

NGLAND).
An approach to clesign integration p0065 N74-31466 V870L Wind turnel model testing. An experimental seesment of flow breakdown using a multiple fun odel. p0118 N76-25253

HAWKER SIDDELEY AVIATION LTD., KINGSTON UPON THAMES (E MOLAND). Comments on some wind lumin and flight experience of the post-builet behaviour of the Harner stock

Performance assessment of the conditioning system for a cylingia additionant has one a small better the conditioning system for a cylingia additionant has one a small better the cylingia. the evionic equipment bay of a small high subsonic military alreads µ0075 N77-16045 AWKER SIDDELEY AVIATION LTD., WOODFORD

The significance of various management.
The significance of various design techniques on strongs structural design p0071 N78-17093 The significance of various management and technical HOMOGENEOUS METALS, INC., HERKIMER, N. Y. Metal powder production by vacuum atomization pO140 N77-18165

HONEYWELL, INC., MINNEAPOLIS, MINN. A fly-by-wire flight control system for decoupled manu DO104 N74-31443

HOPITAL BEGIN, ST. MANDE (PRANCE).
Biological statiles of coamic radiation

DO233 N77-16730 Radiobiological problems of high stitude flights (below p0233 N77-16731

HUGHES AIRCRAFT CO., CULVER CITY, CALIF. HES AIRCRAFT CO., CUCYEN WILL STEEMS Display devices and their use in avionics systems pO260 N75-10778

taser and low light level television systems p0212 N76-26779 Forward looking Infrared systems pO212 N76-26781

Digital scan converters in airborne diaplay systems p0081 N76-17127

HUGHES AIRCRAFT CO., FULLERTON, CAUF. investigation of characteristics and practic tion of arbitrarily polarized radiators in alot igal limplamenta

HUMAN ENGINEERING LABS. ABERDEEN PROVING

HUMAR RENGISSAND.

QROUND, MD.

US Army experience in low-level night flight
p0012 N75-30057

Flight symbology sugmentation of sensur displays p0013 N78-30071 HYDRAULIG REBEARCH AND MFG. CO., VALENCIA,

GALIF.
Hydraulic centrols for active flutter suppression and load
alleviation p0071 N7b-32104
HYDROMECANIQUE ET FROTTEMENT. AND REZIEUX

New possibilities offered by surface treatment in contrast to contact corrosion p0147 N75-22499

IMM ITALIA, ADME.

Digital real time simulation of flight p0248 N78-16293 ITT RESEARCH INST., CHICAGO, ILL.
Optical methods for teating composite materials

pQ133 N78-23707 ILLINOIS UNIV., URFANA.

Remote probing techniques for inhomogeneous media pozas. N76-22064 IMPERIAL COLL OF SUIENCE AND TECHNOLOGY. LONDON (ENGLAND). DDN (ENGLAND). Meuhanisma of excess jej noisa — p0258 N74-22656

Meuhanisme of excess jet noise p0288 N74-22686 Kew justification for physical optics and the aparting-field method p0250 N75-22049 Service area prediction in the VHP and UHP bands p0254 N75-22077 Numerical computation of practical combustion chamber flows p0147 N78-30360 p0147 N78-30360 N78-3036

IMPRIAL METAL INDUSTRIES (NYROUTH SIZE IMPRIAL METAL INDUSTRIES (NYROUTH SIZE IMPRIAL METAL INDUSTRIES (NYROUTH SIZE IMPRIAL METAL INDUSTRIES (NYROUTH SIZE INDUSTRIES AND ACTION (WEST GERMANY).

Laperimental techniques for determining fracture toughpolish values.

Esperiments volume p0194 N74-23-50
Railability of the detection of flaws and of the determination of flaw size
Calculation of siress and size distribution at critical
locations, taking into account plasticity and cree
p0197 N76-16494

pO197 N76-18494
Structural analysis of in-pact damage on wings
pO197 N76-19473
Computer method for aircraft vulnerability analysis and
the influence of structural damage on total vulnerability
pO198 N76-19478
tNFGRMATICS, INC., WOODLAND HILLS, CALIF.

Implications of future developments in computing technology p0288 N77-18946 INSTITUT DE MECANIQUE DES PLUIDES DE LILLE

Flight simulation using free-flight laboratory scale

(FRANCE).

Flight simulation using free-flight laboratory soals models

Application of static and dynamic serodynamic coefficients to the mathematical correlation of wind tunnel test results on alroraft spins

Effects of sitream dealign on spin characteristics

Effects of sitriam dealign on spin characteristics

Effects of static moments from routhets or saynimatric loads on shoraft spins

Effects of PRANCO-ALLEMAND DE RECHERCHES,

ST. LOUIS (FRANCE).

Influence of meteorological conditions on the position of the ground covered by sunit boomsp0/258 N74-22860 (Impulsive noise messurement instructs and influence of meteorological conditions of the factor.

April 2018 April 2018 (Influence of Instructions on the position of the ground covered by sunit boomsp0/258 N74-72860 (Impulsive noise messurement influence and John N77-11129 (Instruction of Its of the laser velocitiest replications of Its of the laser velocitiest replications of Its of the laser velocitiest policy N77-11235 (Local Instructions) (Instruction of Its of Instructions) (Instruction of Its of Instru

Determining the shelftife of solid propellents p0144-N77-11194 INSTITUT FURN PLUGMECHANIK, BRUNGWICK

(WEST GERMANY).
Escape measures for combat helicopter crews p0044 N74-207 INSTITUT FUER MIKROWIOLOGIE, MUNICH (WEST

more 1). The attenuated live smallpox vaccine, strain MVA results The attenuate mys amailpox vaccine, attain MVA results of experimental and clinical studies p0224 N76-14787 The induction of interferon and specific snellpox immunity by crist immunitation with live afteruated pox virus p0224 N76-14789 INSTITUT FUER PHYSIKAUSCHE

WELTRAUMPORSHUNG, PREIBURG (WEST

ERMANY).

Modification of the plasme impadence of an antenna due to ion sheath induced nonlinearilles.

p0158 N74-31836
Antenits impedance of a ground-based emitter in the Antenia impedance of a giound-based emitter in the very low frequency domain p0353 N76-22072
Antenna response to random electric fields due to thermodynamic density fluctuations in plasmas p0160 N76-16267
INSTITUT FUER WEHRMEDIZIN UND HYGIENE,

INSTITUT FURN WEHRINGDIZIN UND HYDIEME, KOBLENE (WEST GERMANY). Epidemologic risk factors of flush-recycle tolists sirciah INSTITUT SUPERIEUR DES MATERIAUX ET DE LA CONSTRUCTION MECANIQUE, SAINT-OUEN (FRANCE).

| FRANCE|.
| Inelestic behaviour of composites (pleatic prediction by innit analysis) p0132 N76-23702 |
| INESTITUTE FOR TELECOMMUNICATION SCIENCES, BOULDES, COLO. |
| Introductory survey. A survey of ionospheric modification effects produced by high power HF radio waves p0155 N74-31814

effects produced by high power HF ratio waves polls NY4-31814
Analysis of ground wave propagation over irregular, inhomogeneous terrain polls NY5-2070
Propagation of a Loran pulse over irregular, inhomogeneous ground Spatial and temporal electrical properties derived from LF pulse ground wave propagation measurements polls NY5-2078
INSTITUTE OF AVIATION MEDICINE PURPAYEN PRUDERUCK (WEST GERMANY).

Time dependence of the flight induced increase of free uninery control secretion in jet pilots p0237 N75-1259? The effects of pure tone hearing losses on syletars' santenue intelligibility in quiet and in strosh noise

intenue intelligibility in quiet and in algorat noise
p020% N76-2308?

Psychic health A quentile negligeable in flying finess
certinations p0212 N76-24308 reychic health. A quantile negligeable in fighting fitness examinations.

Concidioidomyousle and eviation. p0224 N75-14308
The induction of interieron and specific smallpox immunity by oral immunitation with live attenuated gox virus. possible of the pos

sticraft and impulsive noise p0226 N76-17794
Epidemiological studies of subclinical diabetes mellitus

to sinerar and mybuse noise pozze nyo-tyrese Epidemiological studies of subclinical disbettee mellitus p0228 N76-27823 Gaperience with electroencephalography in applicants for thing training 1971 and 1972 p0229 N76-27830 Development of aviation sucident pathology in the Federal Republic of Germany p0233 N77-17712 Histology in altotal socident reconstruction p0233 N77-17718 The saymptomatic ellent mybosocial infanction and its applicance as pressible selection according to the position of t

significance as possible aircraft accident cause

Toxicological stapects in the investigation of flight accidents

Clanification of a faial helicopter ground accident through forensic medical methods p0235 N77-17727 (organization of NAVAL MEDICINE, ALVERSYOKE (ONGLAND)

Madical aspects of operating on the northern flank of pozzo N78-27847 INSTITUTE OF PATHOLOGY, BONN-VENUSBERG

(WEST GERMANY).

Coccidioidomycosis and aviation p0224 N76-14768 INTERMETRICS, INC., CAMERIDGE, MASS.
Fault-tolerance features of an aerospace multiprocessor p0247 N75-16278

INTERNATIONAL BUSINESS MACHINES CORP.,

OWIGO, N.Y.

LAMPS: A case history of problems/design objectives for an airboine data handling subsystem

p0248 N75-16292

p0248 N78-16 INTERNATIONAL PEDERATION OF AIR TRAPPIC CONTROLLERS ASSOCIATIONS, BRUSSELS (BELGIUM).

The International Faderation of Air Traffic Controllers

associations (IFATCA) p0050 N78-32086 Associations (IFATCA) INTERNATIONAL HARVESTER CO., SAN DIEGO,

JF.
Temperature measurement for advanced gas turbina p0092 N75-23507 control IOWA STATE UNIV. OF ECIENCE AND TECHNOLOGY,

Compressor and turbine performance prediction system development: Lessons fruin thirty years of history p0101 N78-28210 ISTITUTO NAZIONALE DI GEOFISICA, ROME (ITALY).

Nonlinear magnetolonic effects in the magnetoguiding of whistlers p0157 N74-31932 ITALIAN AIR FORCE ARROSPACE MEDICAL CENTER,

Prenminery research on body displacement during luner plotting po217 N78-29726

ITALIAN AIR FORCE MEDICAL APPEAL BOARD.

Stress and psychic functions operations and paratroops during parachuse operations p0227 N76-19792 Stress and psychic functions. Operations of hight crews

ITALIAN AIR FORCE MEDICAL BERVICE M. C.,

Survey on medical requirements and exemination procedures for the prevention of traumatic and non-traumatic osteoarchropatiles due to flying activities p0229 N76-27832

Medico-legal problems of flight accidents investigation ITALIAN AIR FORCE MED, CAL SERVICE OF THE 2D AIR REGION, ROME.

Protective effects in man of bysin contex gangliosides

Protective effects in man of tream contents of note on the hearing loss induced by high levels of note p0228 N75-17789

ITALIAN AIR FORCE MEDICO-LEGAL INST., MILAN. The importance of the doesge of thionystates in urins and blood of flying personnel for the prevention of diseases of visual function p0209 N75-23092

of visual function pozum new control of visual function proceed will take the control of Aviation Madicine, ROME.

Burvey on biodynamic response to windblest in ejections Pathogenetic mechanism, analysis and prevention of microlism.

INTUINES

ITT AVIONICS, NUTLEY, N.J.

Low yest navigation processing for toran-C and omega poose N78-32188 poose N78-32188

Medium recursoy, law cost nevigation: Entito-C vertus poo62 N76-32173

JET PROPULSION LAB., CAUP. INST. OF TECH..

ASADENA.
Experimental evaluation of fluctuating density and radiated noise from a high-temperature jet p0286 N74-22844

Dual frequency dichroic feed performance p0172 N74 31888

The development and demonstration of hybrid programm size attitude control electronics ... p0247 N78-16281 the activities are to accommendate activities or appropriate activities control electronics . pDQ47 VINE 1-0281

Remote probing of atmospheric particulates from radiation experiments. A review of methods p0204 N76-28828

p0204 478-29828
JOHANN-WOLFGANG-ODETHS-UNIVERBYAT.
FRANKFURT AM MAIN (WEST GERMANY).
Food poleoning observed with suplane crew and passengera depanding on eliginate operations 0223 378-14761
JOINT FIRE RESEARCH ORGANIZATION, BOREMAM WOOD (ENGLAND).
The extinction of aircraft grash fires p0047 N78-14061

KANNER ILEGI ARBOCIATES, REDWOOD CITY.

Ciliosi analysis of comparisons between flight test results and wind tunnel jest predictions in Aubsonio and sunversonio (ransport diterati [NASA-TT-F-17186] n0023 N27-10048

KANSAS UNIV., LAWRENCE.
Remote sensing of surface properties

p0251 N75-22059 Volume scattering from Ice shd water in Inhomogeneous p0282 N75-22062

Simulation and simulator development of a separate KARLSRUHE UNIV. (WEST GERMANY).

Theory of periodic turbomechie noise and determination of blade damage from noise spectrum measurements pode4 N75-31087

A laboratory test method of evaluating the extinguishing Relation of dry powders

Creep of ceramic materials for gas turbine applications
p0143 N77-18183

KENT UNIV., CANTERBURY (ENGLAND).
Supersonic velocity and turbulence measure Fabry-Pero) interferometer p015 messurements using p0152 N77-11227

KENTUCKY UNIV., LEXINGTON.
Effects of vibration stress on the cardiovasquier system of entimete p0214 N76-27893 Models of the cardiovascular system under whole body bration stress p0218 N78-27706

vibration atress 90218 N78 KERNFORSCHUNGSANLAGE, JUEUCH (WEST

Nonlinear theory of instabilities in the equatorial coper specific electricity (Company Control electricity) (Company Control electricity) (Company Compan

A self consistent theory of triggered VLF emissions

KINGSTON POLYTECHNIC,
KINGSTON-UPON-THAMES (IMGLAND).
A literature survey on jets in prosellow
p0026 N75-13821 KUM ROYAL DUTCH AIRLINES, AMSTERDAM

(NETHERLANDS), KSSU AIDS engine analysis p0086 N75-31104 KRAUTKRACHER BRANSON, INC., STAMFURD.

Ultrasonic and ecoustic methods p0189 N76-16473

1-103

LABORATOIRE CENTRAL DE TELECOMMUNICATIONS, PARIS (FRANCE).

Definition and simulation of a digital filter and pilot device utilizing modern design techniques of filtration control

p0104 N74 31444 MEUDON (FRANCE).

Quasi-aquilibrium mathod for study of relaxed flow

Fourier analysis and the correlation of speed with nonstationary serodynamics p0220 N77 1 1985 LABORATORE D'AUTOMATIQUE ET D'ANALYSE DES EYETMES, TOULOUSE (FRANCE).

pous 1 N76 23560
LABORATOIRE D'ETUDE DES TRANSMISSIONS
IONOSPHERIQUES, GACHAN (FRANCE).

Application of pseudo-orthogonal codes to transmission through the loweshers pol 187 N78-20327 (ABORAYOIRE D'INFORMATIQUE POUR LA MECANIQUE ET LES SCIENCES DE L'INQENIEUR, PARIS (FRANCE).

Applications of finite element methods in fluid dyna

miles polya N75.3 1392 LABORATOINE D'OPTIQUE ELECTROMAGNETIQUE,

MARSILLS (FRANCE).

Differential formulas for diffraction problems in the resonance domain p025 1 N79-22055

LABORATORIS DE MEDECINE AEROSPATIALS,
SRATIONY-SUR-GRQE (FRANCE).

Application of flight sizes a limitation techniques for the metrical evaluation of surrew parsonnal

.. 15022**0** N78.27826 LABORATORI CENTRALI PIAT, TURIN (17A4);

Magnetic particle inspection p0188 N75-16468
Liquid penetrant inspection p0188 N75-16468
NDI of welding p0189 N76-16479

NDI of welding p0189 N76-16479
LE MATERIAL TELEPHONIQUE, TRAPPE (FRANCE),
Rader landmass simulator p0128 N78-29300
LE PETIT MONTHELON, ACIGINE (FRANCE).

A ship tracking system using a Kalman-Bohn 10059 N78-24208

AF Signal processing via control of special purpose pre-processors p0248 N75.18290 LEHIGH UNIV. BETHLEHEM. PA.

Analog fluidic circultry: operational ampiliter Review, critique and a new p0181 N76-21440

operational amplifier
Laidsates UNIV. (ENGLAND).
Modification effects in the tonospheric Direction
p0189 N74-31842

The correction of errors in HF direction finders by travelling p0166 N76-20332 The correction of strors in Fir Citibotron numbers by inevening ionospheric riskultables of compressor stability in steady and unsteady flow conditions p0097 N79-25190

LETTERMAN ARMY INST. OF RESEARCH, SAN FRANCISCO, OALIE.

Ocular effects of lease radiation

Counse and artispid control of the condition of the

October affects of laser radiation Contral and arterior polisio N/6-1 1310 October affects of radiation. Ratina polisio N/6-1 1311 LEVENCLD-HERASUS G.M.S.H., HANAU/MAIN (WEST GERMANYI.

Production of high purity metal powder by electron be LIEGE UNIV. (BELGIUM).

NEGE UNIV. (BELGIUM).

Problems of a bibliographic network and documentation center in Reigium p0264 N75-23373
LIGHTNING AND TRANSIENTS RESEARCH INST.,

MELBOURNE, PLA.
Atmospheric discharges and noise land communications restarted to 0.0169 N76-16288 LINCOLN LAB., MASS. INST. OF TROH., LEXINGTON.

p0185 N78-16834
Ionosphete limitations on the angular accuracy of satablity
sking at VHF or UHF p0184 N78-20303

Polishing at VHF or UHF Polish Tonospheris medeling based us HF Dishapoetter, bescon, and sirboine tonospheris measurements p0187 N78-20328 CONUR seronautical radionavigation by satellite p0058 N78-23236

An overview of the limitations on the transmission of in energy later beams through the atmosphere by nimear effects p0206 N78-29844

infilinear effects
The similations imposed by simosphe to bresidowin on
e propagation of high power laser beams
p0206 N/8-29446

Experimental determination of single and multiple pulse

propagation µ0206 N/0-2984/ LINDS A.G., MUNICH (WEST GERMANY). Fog dispersal at airports, the state of the art and future

trande 000B6 N/8-23216 LITTON INDUSTRIES, VAN NUYS, CALIF.

Fest intent renognition system (FIRST) 100 JAN N78, 18271

Mauros An instruction concept obeings p0248 N75-16265 LITTON SYSTEMS, INC., WOODLAND HILLS, CALIF Development of a system for scoring sinulated bombin

p0127 N76-29312 LIVERPOOL UNIV. (ENGLAND).

Oxidation, hol-corrosun and protection of directionally solidified extentio alloys p0131 N75-11044 The use of geometric programming methods for structural polline N75-12360

LOCKHEED-CALIFORNIA GO., BURBANK.

Effect of yew damper on lateral gust loads to design of
the L-1011 transport p0102 N74-28681

Miles William William

Noise and flow management in blow owdown wind tun-p0113 N76-25219

LOCKHEED-BEORGIA CO., MARIETTA.
International information systems for physical scientists
p0263 N74-27463 Avionic Right control subsystem design and Integration the C-5 airplans p0068 N74-31482

The C-5A active lift distribution control system D0011 N75-30051

Determination of low speed wake block age corrections via tunnel wall static pressure measurements DOLLE N78.28238

LONDON HOSPITAL MEDICAL COLL (ENGLAND). Absorption, metabolism and excretion

p0232 N76-27689 LONDON UNIV. (CHOLAND).

DON UNIV. (EMBERNO). Sonis experimental insults on excess noise pozho N74-22670

LTY ARROSPACE CORP., DALLAS, TEX.
Application of digital My-by-wise to fighter/attack sicraft

p0106 N74-31448 Modern engineering methods in aircraft preliminely ssign p0089 N74-32425 phonic base and boattail drag, an analytical ap-nh p0027 N75-23492 prosoh fabilating notate afterbody interaction parameters and size affects: A new approach p0029 N75-23503

Air combat maneuvering training in a simulator p0128 N76-28310

LUCAR ARROSPACE LTD., BIRMINGHAM

CHOLAND:

Use of simulation in the design development and testing of power plant control systems p0092 N73-23895

The use of digital control for complex power plant management p0092 N73-23895

LUCAS ARROSPACE LTD., HEMEL HEMPSTEAD

(ENGLAND).
Electionsegnetic compatibility control plans

n0181 N78-16274

LYON UNIV. (PRANCE). Correlations between far fletr acoustic pressure and flow characteristics for a single sirfol p0256 N74-22647 p0256 N74-22647

MAINZ UNIV. (WEST GERMANY).

In-Right linest acceleration as a mean of vestibular craw evaluation and habituation p0227 N76-19785 MANGHESTER COLL. OF SCIENCE AND TECHNOLOGY (ENGLAND). Improvements to HF FSK data transmission

p0166 N76-20322 MANITORA UNIV., WINNIPEG.

Radiometric algustries of complex bodes p0282 N75-22068 MARBURG UNIV. (WEST GERMANY).

Haddomurrosssys: New Islocatory methods in clinic and research p0728 N76-27824 MARCON-IELLIOTT AVIONIC SYSTEMS LTD., EOREHAMWOOD (ENGLAND).

Polyfod serials for Sylunic applications

The cyclic time slot meriage and its influence on the software spectrum p0245 N75-18283 MARCONI-ELIOTT AVIONIC SYSTEMS LTD., The Useful series and the software statement of the software statement of the software statement of the software series and software statement of the software series and software series series.

The distign and development of the MRCA autopilot The influence of aviono system requirement on arround imputer design p0248 N76-16264 computer design p024E M/0-16454 The application of displays in navigation/altack sys-p0212 N78-26780

ms po212 N/8-26/56 Helmst opported sights and deplay systems po212 N/8-26/52 The Relevance of existing automatic flight control systems

to the future development of active control p0010 N75-30044

Trends in technology in strbothe steel Trands in technology in atributile statistic displays p0078 N78-17109 torritorite acan conversion techniques for integrated forms p0081 N78-17128

The type 864 HUD weapon siming system A multi-relation mailti-function display for the PANAVIA
Hallooptur air data measurement
p(061 N78-12108

Aircraft power supplies and auding problems: A visupolist from the power conditioner designer poors N77-18039 MARGONI-ELLIOT AVIONIO SYSTEMS LTD., BABILDON IENGLANDI.

Atmospheric limitations of active and passive right vision The application of mini-processors to navigation equipment
MARGONI RADAR SYSTEMS LTD., LEIGESTER

MARGONI RAMAN — (ENGLAND).

MASSURMENTS of runway visual ramps pools? N78-23219

MARTIN MARRITTA AEROSPACE, ORLANDO, FLA.

Missile radar guidance laboratory pol 12 N78-23302

MASSACHUSETTE INST. OF TSCH., CAMBRIDGE.

The dispersion of propellants from aftersh
plocy N74-26108

Application of modern control theory to scheduling and path-atraiching managuvers of strotatt in the near terminal A review of vortex diode and titode static and dynamic design techniques polso N/6-21432

Applications of the airborne traffic situation display in traffic control p0067 N76-232.24
The importance of direct personal communication in the an traffic control Exit flow from a transcribe compressor rotor

p.0279 N78-25100

Exit flow from a transcribe compressor rotor

p.0087 N78-25174

Qualitative and quantilative flow field visualization Cuantative and quantitative flow field visualization utiliting lassi-induced fluorescence p0183 N7-11237 Three-dimensional flow calculation for a transcence compressor rotor p0041 N7-12018 The virtual-system concept of networking bibliographic information systems MASSACHUSETTE UNIV., AMMERET.

Multiple scattering in planetary atmosphere

MUNIPLE SCRIFFING IN PRINCESS AND SPRINGS NO. 29824 MAX-PLANCK-INSTITUT FURN AERONOMIE. LINDAU UBER NORTHEIM (WERT GERMANY).

USER MORTHESIS (WEST GERMANY).
Sweep frequency propagation on an 8.000 km transaquatorial north south path pol88 N79-20313
Influence of apread-F on HF radio systems
pol87 N79-20328
MAX-PLANCK-INSTITUT FUER LANDARREIT UND
LANDTECHNIK, BAD KREUZNACH (WEST

Human exposure to whole-body vibration in military valueles and evaluation by application of IBO/DIS 2531 p0213 N75-27687 MAX-PLANGK-INSTITUT PURN PHYSIX UND

MAX-PLANCK: INSTITUT FURE PRIVATE INFO.
ASTROPHYSIA, MUNICION (WEST GERMANY).
The saturation apportum of parametric instabilities
poils N74 U1622
Consistion of large suals field-aligned dentity insquisi-

ties in iunuspheric heating experiments p0186 N74-31824

MAX-PLANCE-INSTITUT FUER STROEMUNGSPORSCHUNG, GOETTINGEN (WEST GERMANY).

Sonic honen hekayine nest a caustic nG288 M74.25888

Sonic boom behavior near a caustic p0288 N74-22885 Investigation of the Instantaneous structure of the well pressure under a turbulent boundary layer flow p028 N74-22865 Rhock induced flow oscillations p028 N74-22865 p038 N79-17087 MCDOMMELL AIRCRAPT CO., 87, LOUIS, MC. Polaritation discrimination in remote sensing p0282 N78-22080 Burvivable flight control system: Active control development, flight test, and application p0009 N78-2007 Design considerations for an active suppression system for fighter wing/store flutter p0070 N78-2007 Weight control and the influence of manufacturing on attractural design p0072 N78-17100 Application of manued air combat almulation in the development of flight control requirements for weapon delivery p0128 N78-28311 MCDOMNELL-DOUGLAS ABTROBAUTICS CO., HUNTINGTON BBACH, CALIF.
Consideration of failure modes in the resign of compusite structures p0133 N78-28710

structures or trautur modes in the resear of compensation structures policy policy policy of the structure analysis of air-to-sir missis requirements and weapons systems effectivates a in an air-combat maneuvering environment policy N76-28309 MODDONNELL-DOUGLAS CORP., LONG SEACH.

As odynamic prediction methods for allorals at low speeds with mechanical high lift devices poose N74-28447 MOGILL UNIV., MONYRFAL (QUESTO).

The prevention of separation by blowing in two-dimensional flow p0034 N75-17044 CMARTER UNIV., HAMILTON (OPTARIO).

Basic microstructural expects of aluminum alloys and their influence on fracture behaviour p0136 N76-19259 MEDICAL RESEARCH COUNCIL CAMERIDGE

MEDICAL RESEARCH COUNCIL, CAMERIDGE (ENGLAND).

Effects of dutation of vertical vibration beyond the proposed 180 "faligue-decreased proficiency" (Irms. on the period-manner of valous tasks po218 N78-27702 MEL ROUPMENT CO. LTD., CRAWLEY (ENGLAND). Valy alim, high gain printed circuit microwave aniestos for airborne blind landing aid p0170 N74-31878 Developments in the MADGE landing aid p014 N78-3D078 MESSERSCHMITT-BOELKOW-BLOHM G.M.B.M., HAMBURG (WEET GERMANY).

MESSIFICHMITT-BOLLKOW-BLOHM G.M.B.M.,
HAMBURG (WIET GERMANY).
Transport allorest with released/negative longitudinal
atability. Results of a feeling study pooce N75-20031
Bibli Investigation of the Hensult pools N77-29281
MESSIFICOMMITT-BOLLKOW-ELOHM G.M.B.M.,

MESSARRECHMITT-BORLROW-FLORM GLM.B.M.
MUNICH (WEST CERMANY).
Propulsion system of the VJ 101 C VTOL sicreft
Philosophy and practical especiance pOSS N74-20420
Active flutter suppression on wings with external stores
bounness aspects of protrityping p0066 N74-31481

Advancements in future lighter alignaft p0068 H74-31483

Designing for maneuverability Requirements and pooss N74-32424 Implementation of the injury processor concept p0247 N75-16278

Compatibility of take off and landing with mission and manoauvre performance requirements for fighter sicraft p.0001 N78-21221

Investigations on direct force control for CCV aircraft during approach and landing p0002 N75:21232 Critical review of methods to predict the buffet penetration

deposits to villedades 10027 N75-22287 Fretting of structures for modern VC fighters DO14F N78-22488 Reynolds number affects on fore- and athody pressure p0028 N75-23497

Aerodynamic aspects and optimisation of thrust reverear systems p0030 N78-23813 An air Intake control system for a supersonic fighter	MINISTRY OF YRANSPORT, OTTAWA (ONTARIO). Some DHC-6 Twin Otter approach and landing experience in a STOL system. p0003 N75 21238	NATIONAL AERONAUTICS AND SPACE ADMINISTRATION. AMES RESEARCH CENTER. MOFFETT FIELD, GALIF.
alicraft p0091 N75-23589	MINNESOTA 17.4V., MINNEAPOLIS, Studies or seymptotic TTS p0225 N75-17790	Integrated propulsion/energy transfer control systems for lift-fan V/STOL aircraft p0087 N74-20416
Control of an elastic electeft using optimal control laws pooce N75-39035	MISSOURI LIMIV., COLUMBIA. Frettiny of sirerst control surfaces p0145 N75-22468	Flight test of an automatic approach and landing concept for a simulated space shuttle represented by the NASA
A quadruredundant digital flight control system for CCV application p0010 N75-30042	MITRE CORP., ATLANTIC CITY, N. J.	Convair 990 aircraft p0106 N74-31457
Calculation of the effect of alterburning in external	Digital rader data processing for enroute air traffic control p0052 N75-32074	Computerized preliminary design at the early stages of vehicle definition poods N74-31484
supersollo flow by means of a mathod of characteristics with heat addition and mixing layer analysis	MITRE CORP., BRDFORD, MASS. Multimode netting by wideband cable	V/STOL serodynamics: A review of the technology SGC STOLE ST
p0149 N76-30370	p0269 N77-16944 MITRE CORP., MGLEAN, VA.	Aerodynamics of jet flap and rotating sylinder flap BTOL
The future position of the controller p0050 N75-32052 Active control of empenage flutter p0070 N75-32089	Conflict alart and intermittent positive control	organication of tilt rotor VYOL rotor wake sirframe
Fore- and althody flow field interaction with consideration	p0051 N75-32060 Navigation performance requirements for reducing route	ground serodynamic interference for application to real time
of Reynolds number effects p0180 N76-16371 File Introduction of New Instantals p0072 N76-17097	Centerline spacing p0052 N75-J2068 Overview of US air traffic control system	flight annulation p0025 N75-13916 Requirement for simulation in V/STOL research elteren
Measurements of the control capacity of ATC system p0068 N76-23228	p0053 N75-32002	programs p0026 N75-13820
Unetwady agrodynamic prediction methods applied in	Advanced ATC automation: The role of the human in gfully sutomated system p0066 N76-23202	Stability and control harmony in approach and landing 2 N78-21227 عصر
tercelasticity p0039 N76-24147 Dynamic simulation in wind tunnels, part 1	Future ATC technology improvements and the impact on hirport capacity p0056 N76-23210	Parameter setimation of powered-lift STOL aircraft
pO120 N76-25275	MOTOREN. UND TURBINEN-UNION MUENCHEN	characteristics including turbulence and ground effects podda N78-30028
A method for the guidence and control system evaluation from the operational point of view p0124 N76-29289	G.P.S.M. (WEST GERMANY). Comparative appreisal of propulsion systems for VIOL-	Numerical techniques for the solution of the compressible Navier Stokes equations and implementation of turbulence
Banants of Bight simulation work for the cafinition, layout,	sircraft p0085 N74-20402 investigation of the relative merits of different power	models p0177 N75-31387
and verification with hardware in the loop, of the MRCA light control system p0126 N76-29296	plants for STOL-sircraft with blown flap application	Fire dynamics of modern sircraft from a materials point of view p0048 N76-14089
Interaction between aircraft structure and command and	The influence of the control concept for V/STOL engines	On the calculation of supersonip separating and resittach
The impact of helicopter mission spectra on fatigue	on their static and dynamic performance characteristics pooss N74-20415	ing flows p0035 N75-1705: An experimental and numerical Investigation of sheet
p0072 N76-30209 Corrosion prevention techniques, maintenance and	Surface dye penetrants p0194 N74-23439	wave induced turbulent boundary lever separation a
repair p0137 N76-33337	Magnetic particle testing p0194 N74-23440 Prediction techniques p0089 N78-12959	hypersonic speeds p0035 N76-1705: Three dimensional boundary layer separation in supe
IBSENSCHMITT-BOELKOW-BLOHM G.M.B.H., TOBRUNN (WEST GERMANY).	FRAC: A new sero gas turbine engine control concept pOGB1 N75-23884	rsonic flow p0037 N76-1706:
Development of an S-band dual mode horn for telemetry reception by the 100 M Effelsberg radio telescope	The effect of turbulent mixing on the decay of sinusoids)	Some current research in unsteady serodynamics: / report from the Fiuld Dynamics Panel p0099 N78-2518
p0172 N74-31897	inlet distortions in sxist flow compressors pools N76-25190	Some aspects on unsteady flow past strfoils and cate adea p0099 N76-2519:
Requirements for operation of light helicopters at hight and in poor visibility p0012 N75-30058	Aircraft ges turbine cycle programs: Requirements for compressor and turbine performance prediction	The rationals and design features for the 40 by 80/8
ATC concepts p0080 N75-32049 Principal ATC components p0080 N75-32080	p0101 N76-26209	by 120 foot wind tunnel p0114 N76-2522 Fluid dynamic research at NASA-Ames Research Cente
Data processing for ATC p0081 N75-32057	Investigations for manufacturing turbine disce of Ni-bese superalloys by powder metallurgy methods	related to transprise wind tunnel design and testin techniques p0119 N78-2525
General aspects of data flow p0053 N76-32077 Some trends in hardware concepts for ATC computer	p0140 N77-16167	Persistence and decay of wake vorticity
p0053 N75-32078	MOTOROLA, INC., PHOENIX, ARIZ. Quality assurance sepects of custom LSI	p0121 N76-2528 Comperison of model and flight test data for an augmen
General EMC specification or systems oriented EMC specifications p0180 N76-18270	pQ174 N75-25052	tor-wing STOL research aircraft p0122 N76-2529 Correlation of low speed wind tunnel and flight test dat
Digital data transmission in sircraft EMC-problems and possible solutions p0183 N76-16287	MOTOROLA, INC., SCOTTSDALE, ARIZ. An integrated target control system p0111 N76-23285	for V/STOL aircraft p0122 N76-2529
ATC concepts with extensive utilization of automatic data	MULLARD LTD., MITCHAM (ENGLAND).	Asymmetric serodynamic fotos on aircraft at high angle of attack - some dealign publish p0107 N76-2925
Some comments on the mechanical properties of HIP	Film hybrid circults for LSI pC174 N75-25050	Laser velocimetry applied to transonic and supersonic
titanium p0141 N77-15173	5.	aerodynamics p0161 N77-1122 Applications of the real-time data ensiysis system in the
		Whitestone of the per-titue age applied africal
YEST GERMANY).	N	Armes 40- by 80-foot wind tunnel p0019 N77-1197
VEST GERMANY). Near ground telemetry systems p0112 N76-23298 Continuous navigation updating method by means of area.	NAPLES UNIV. (ITALY).	Ames 40- by 80-foot wind tunnel p0019 N77-1197 Experiments planned specifically for developing turbulence models in computations of flow fields account aerodyna
YEST GERMANY). Near ground telemetry systems p0112 N75-23298 Continuous navigation updating method by means of area correlation p0000 N76-32159	NAPLES UNIV. (ITALY). The icnospheric propagation of the modulated waves with	Ames 40- by 80-bot wind tunnel Experiments planned specifically for developing turbulence models in computations of flow fields ground serody, with the state of the serody of the serod
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/EST GERMANY). Near ground letemetry systems p0112 N78-23298 Continuous navigation updating method by means of area correlation p0050 N78-32159 SSERRSCHMIDT-BORLKOW G.M.B.H., DTTOBRUNN JEST GERMANY). Design of composite structure with respect to avoid crack propagation p133 N78-23709	NAPLES UNIV. (ITALY). The icrospheric propagation of the modulated waves with carrier frequencies far from and varying around the gyrofrequency p0199 N74-31844 Turbulent boundary layer in hybrid propellents combution p0149 N78-30372	Ames 40- by 80-foot wind tunnel Expariments planned specifically for developing turbu ence models in computations of flow fisicle around servoys, mic shapes Ground-referenced visual orientation with imagin displays. Monocular versus binocular accommodation en judgements of relative size NATIONAL AMERICANAUTICS AND SPACE
VIST GERMANY). Near ground letemetry systems p0112 N78-23298 Continuous navigation updating method by means of area controlation SOSERSCHMIOT-SOSEKOW G.M.B.H., OTTOBRUNN VIST GERMANY). Design of composite structure with respect to avoid crack propagation p0133 N78-23709 Wing with stores flutter on variable awage, wing alre-	NAPLES UNIV. (ITALY). The icnospheric propagation of the modulated waves with carrier frequencies for from and varying around the tyrofrequency. Turbulent boundary layer in hybrid propellents combustion. NATIONAAL LUCHT-EN	Ames 40- by 80-foot wind tunnel p0018 N77-1137 Experiments planned specifically for developing turbulence models in computations of flow fields eround serody, mic shapes Glound-referenced visual orientation with imagin displays: Monocular vesus binocular accommodation an judgements of relative size p0083 N77-1805 NATIONAL AERONAUTICS AND SPACE ADMINISTRATION, FLIGHT REJEARCH GENTER, EDWARDS, CALIF.
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A Monte Carlo enalysis of the effects of instrumentation errors on discraft parameter identification note on electaft parameter identification p0005 N75-30002
A complementary literang technique for deriving alicitational p0005 N75-30004 velocity and position information p0005 N75-30004 Importance of helicopter dynamics to the mathematical Rotor systems research aircraft (RSRA) requirements for and contributions to rotorcraft state estimation and parameter identification p0007 N75-30022 Potential benefits to short haul transports through use p0009 N75-30030 icontrols poods N75-3003 some moving And combustion in parallel injection is p0149 N76-3037 Contribution of the National Aeronautics and Space Administration Langley Research Center uO179 N76 16365 Experimental design of laminer proportional emplifies pO161 N76-21435
The pryogenic transonic wind tunnel for high Reynolds number research n0113 N76-28214 (E-10042)
Research Center
Comperisons of Right measurements with predictions
from seroelastic models in the NASA Langley
Transonic memica funnel p0120 N76-25276 Rotor Systems Research Alreight (HSRA) Results of recent NASA studies on spin selectance p0107 N76-25256
Stall/spin test techniques used by NASA Interactive computerized air combat opponent police N76-29308 NATIONAL AERONAUTICS AND SPACE ADMINISTRATION. LEWIS RESEARCH CENTER, CLEVILAND, OHIO. LEVELAND, OHIO.
Influence of roise requirements on STOL propulsion system designs pooR7 N74-20422
An overview of high temperature matel fatigue: Aspects covered by the 1973 International Conference on Creep nd Fatigue pO186 N75-104ms
Directionally solidified composite systems under evaluarise po130 N75-11042
Frating in sireraft turbins engines pO146 N75-22492
Effect of various material properties untils adhesive stage
of feating
Reynolds number effects on bottail drag of exhaust DO195 N75-10489 and Fatious Reynolds number effects on bostfall drag of exhaust notities from wind funnel and flight tests p0029 N78-23508. Generalized dynamic engine simulation techniques for the digital computers p0092 N78-23593. Turbofan compressor dynamics during afterburner transients. P0038 N78-25183. The effect of circumferential distortion on fan performance at two levels of blade loading. p0098 N78-25184 The passage of a distorted velocity field through a cescade of siriotis.

NATIONAL ARRONAUTICS AND SPACE KIGHT. NATIONAL ARRONAUTIOS AND SPACE ADMINISTRATION. MARSHALL SPACE FLIGHT CHATER, HUNTSVILLE, ALA.
Direct measurement of sound sources in air jats using the crossed beam correlation technique po256 N74-22548
NATIONAL ARROSPACE LAB., AMSTERDAM ATIONAL ARROSPACE LAS., AMSTERDAM
INSTHERLANDS),
Built-up sheet structures, wings
Appailasi of wing sendynamic design methods for
subsonic flight speed
Flight experience with an experimental electrical pitchmmand/attitude-hold flight control system te-command/attitude-hold hight control system p0105 N74-31453
A linear array of blade enterines as an stretalt entenna restellite communication p0171 N74-31886 for satellite communication A simulator study to investigate human operator nO236 N78-12889 A method for the calculation of the flow field induced by a jet exhausting perpendicularly into a gross flow Impact of future fuels on milliary sero-engines p0201 N75-16981 p0028 N78-13813 Flight tests with a simple head-up display used as a visual approach aid p0003 N75-21235 Jet interference of a podded engine installation at cruise p0027 N75-23490 Calculation of serodynamic toads on oscillating wind; store combinations in subsocic flow p0031 N75-28018
Analysis of measured serodynamic loads on an oscillating wing-store combination in subsonic flow p0031 N75-25016 Design and evaluation of a symmetric flight tent man-cauve for the estimation of longitudinal performance and stability and control characteristics p0005 N76-30008 Handling quality criteria development for transport aircraft with fly-by-wire primary flight control systems p0009 N78-30038 Engine condition problems in supersonic flight p0086 N75-31106 Results of NLR contribution to AGARD ad hoc study p0178 N76-15362 Influence of jet parameters Nossie thrust and discharge p0179 N76-18388

Experiment on transunic shock wave boundary layer poods N78-17058 Thise dimensional separation of an incompressible turbulent boundary layer on an infinite sweet wing i swept Wing p0937 N76-17062 D0039 N76-24148

The effect of finite test section length on wait interference 2-D ventilisted wind runnels p0114 N78-28227 Two-dimensional tunnel wall interlerence for multialemant aerofods in incompressible flow the character of flow unassemble and its influence on steady state transport wind tunnel measurements

The proposed large European high-Reynolds number transonic wind jurnel (LEHRT) p0120 N76-25272 Comments on measuring techniques for unsteady p0120 N76 26277 Design and performance of the four-degree-of freedom system of the NLR research flight A mathematical model for the analysis of navigation system errors of modern fighter aircraft p0082 N78-32172 Wind tunnel tests and scrudynamic computations: thoughts on their use in serodynamic design The cooling of a pod-inquinted avionic system p0075 N77-18042

A theoretical framework to study the effect of cocquit formation p0083 N77-16059 INTUMENTAL BUREAU OF STANDARDS, WASHINGTON, D.C. ASMINGTON, D.C.

New design techniques for britile materials p0143 N77-16185
The National Standard Relevance Data System p0267 N77-16399
Evaluated numerical data for the SST and chloroficoncombon problems: A case study of how to help the anginear and the modelines p0267 N77-16842
NATIONAL GENTER FOR SCIENTIFIC AND TROHNICAL DOCUMENTATION, BRUSSELS LOIUM). User requirements: Automated services 80265 N75-23382 NATIONAL ENGINEERING LAS., MAST KILBRIDE An example of a method for predicting failure policy N74-23431 NATIONAL GAS TURBINE SETABLISHMENT, FARNBOROUGH (ENGLAND). A digital controller applied to the limitation of reheat powerplant simulation books 1761-23589 Compussion toughness post in the post in the post in 76-2386 NATIONAL GAS TURBINE ESTABLISHMENT,
PYESTOCK (ENGLAND).
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The effect of cycle parameters on high temperature low cycle faithure component the politic parameters on high temperature low DO138 N75-10491
Component charge with directionally solidified composites politic HEALTH, GINGINNATI, OHIO.

Serum and urine charges in macace mulatte following prolonged exposure to 12 Hz, 1 5 g vibration p0214 N75-27695 NATIONAL MIGROGRAPHICS ASSOCIATION. SILVER SPRING, MD.

Review of developments in Computer Output Microfilm COM) and inferographic technology, present and future [AGARO-LS-88]. Micrographics and COM. A state-of-the-art and maket report. Bibliography of micrographics p0268 N77-10963. NATIONAL DESERVATORY OF ATHEMS IGRESOS NATIONAL DESERVATORY OF ATHEMS (GRECOS).
Long range VHF transequational for the European-African
path. s review of time delay measurements.
D165 N76-20310
NATIONAL OCSANIC AND ATMOSPHERIC
ADMINISTRATION, SOULDER, COLO.
Gneet, growth and motions of ionospheria disturbances caused by high intensity electromagnetic feeting.
Modified electron distribution function during parametric instabilities.
D0155 N74-31817
Remote brushing of Winds and Argenties behinders using etabilities p0158 N/4-31821

Remote probing of winds and refractive turbulence using pitcal techniques p0207 N75-29852

TIONAL PHYSICAL LAB.. TEDDINGTON (ENGLAND) International data communications Prospects and p0267 N77-16936 NATIONAL RESEARCH COUNCIL OF CANADA, ATIONAL RESEARCH COUNTY TYPE AND AN ACTIONAL RESEARCH COUNTY TO THE ACTION AND ACTION AND ACTION AND ACTION AND ACTION ACTION AND ACTION ACTION AND ACTION A fan under crossifiow conditions
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operational aspects
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Design and calibration of the 1/10th scale model of the NLR low spead wind tunier LST 8x6

p0114 N76-25221

n0116 N76-28233

nO118 N76-25256

Technological up-dating for the manufacturing industry p0270 N76-28101. The response of a kining fan to crossflow-induced apaths by distortions. flow distortions Canadian research and development notices nOO21 N77-14986 NAVAL AEROSPACE MEDICAL RESEARCH LAB. AW ORLEANS, LA.

Bloomginesing spaces of spinal injury in the OV.

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Assessing to avaitor's abinty to hear speach in his operational environment p0209 N79-2008
Air-to-air-visual target acquisition p2209 N79-23094
Computer measurement of complex performance performance p0211 N75-24300 Impact of multivariate analysis on the eviation selection p0211 N78-24308 Impact of multivariate analysis on the eviation selection and cleasification processes pp211 N78-24306
NAVAL AEROSPACE RECOVERY FACILITY, EL
CENTRO, CALIF.
Astronedical research and evaluation support of existing and proposed receps and reteived systems at the Nava Aerospace Recovery facility p0043 N78-20162

20043 N78-20162 NAVAL AIR DEVELOPMENT CENTER, WARMINSTER, PA. Advanced concepts for rotary wing and V/STOL DODA4 N74-20788 In-flight escape system for heavy helicoptes The effect of the individual and combined stresses of vibration and sustained 0 on pilnt performance p0213 NS-27690 p0213 N76-27690
The ASSET (Advunced Skewed Sentory Electronic Titld program p0010 N76-30043 Application of flight simulation to develop, test, and evaluate the F-14A sulomatic carrier landing system p0124 N78-29292
A joint pilot/jending officer simulation performed to determine alloteit wave-off performence legularments p012A N78-27898 Psycho-physiological and physio-chemical assessment of acquirers in middle physio-chemical assessment of acquirers in middle physio-chemical assessment of acquirers in middle physio-chemical assessment of acquirers in middle physios seatback angle configurations p0220 N77-11647 integration of aviators are protection and visual airla NAVAL AIR PROPULSION TEST CENTER, TRENTON, Studies of engine later fragment impact on protective Afrocture p0198 N75-19481
NAVAL AIR SYSTEMS COMMAND, WASHINGTON, D. mulating military requirements p00\$5 N74-20404 Formulating military requirements
Helicopter personnel survivability requirements
p0044 N74-20787 US Navy Right test evaluation and operational sperience at high angle of strack p010S N76-28288 US Navy histopies operational flight spectures survey program. Peat and present p0073 N78-30212 NAVAL AIM TEST CENTER, PATURENT RUSER, MC. Advancement in paramenter identification and aircraft Advancement in permitting pooces in Waspon system trainers p0125 N76-292
NAVAL AIRCRAFT MATERIALS LAB., FLEETLANGE Corresion in airframes, power plants and associate Proraft equipment p0137 N76-33336 NAVAL ELECTRONIC SYSTEMS COMMAND. WASHINGTON, D.C.

The CS-4 high invel language and its use in real time stems p0245 N75-16267 A nevigation monitor for VLF signals p0000 N78-32157

NAVAL POSTGRADUATE SCHOOL, MONTEREY,

ur. Introduction to distortion induced engine instability p0089 N75-72955

Disgression and engine condition mo unituring p0094 N75-31084

The crossed-dipole structure of alrests in an electromag-tivi nulsa amironment p0162 N78-16285 NAVAL REGIONAL MEDICAL CENTER, SAN DIEGO, Effects of those exposure D0228 N76-17788

Physiological effects of noise Physiological responses due to noise in inhebitents around NAVAL RESEARCH LAB., WASHINGTON, D.C. Patterns and polarizations of simultaneously excited planer arrays on a conformal surface p0169 N74-31669

AEW rader antennas p0170 N74-31678 Dynamic messurement of avionic entenness p0173 N74-31702 The cound order Doppler spectrum of rader see echo for frequencies above VHF p0252 N76-22081 Optical fiber applications p0213 N76-28786

Natrowband HF communication systems for digital potes N/8-20320

Some remarks on unsteady transcrip fig

Propagation of high power laser beams through the mosphere. An overview p0206 N76-29843 Numerical methods in high power laser propagation p0208 N76-29845

MAYAL SHIP RESEARCH AND DEVELOPMENT
CENTER, WASHINGTON, D.C.
An experimental study of the internition wall pressure
bursts during natural transition of a laminar boundary
layer pO259 N74-22884

NAVAL SURFACE WEAPONE CENTER, DAHLGREN,

On the englysis of supersonic flow pest oscillating incedes p0100 N76-25197 NAVAL BURFACE WEAPONS CENTER, WHITE OAK.

An experimental investigation of the compressible turbulent boundary layer separation induced by a continuous flow compliaision p0035 N76-17048

W completeion
Finite element applications to bettle damaged structure
p0073 N75-32185

Applications of the laser Doppler velocimeter to measure subsonic and superionic flows p0181 N77-11223 NAVAL UNDERWATER SYSTEMS CENTER, NEW

LONDON. CONN.
Seattering from a sinusoidal ocean surfa is excited by a long, horizontal, electric line source p0250 N75 22052
NAVAL WEAPONS CENTER, CHINA LAKE, CALIF.

wave radiometric all-weather imaging and piloting Fluid thynemic analysis of hydraulic ram p0198 N78-19474

The application of ring laser gyro technology to low-cost ertial navigation p0061 N76-32182

NAVY MEDICAL HEUROPSYCHIATRIC RESEARCH

NEBRASKA UNIV., LINCOLN.
Propagation in ducts and waveguides possessing irregular features. Full wave solutions pO251 N75-22054
NEW BRISLAND UNIV., ARMIDALE (AUSTRALIA).
Electron hearing in the ionosphere by powerful gyropo158 N74-31838

NEW YORK STATE UNIV., SYRACUSE. The laboratory role in early detection of disease

p0228 N78-27820 NEW YORK UNIV., N.Y.
Low speed injection effects on the serodynamic performance at transonic speed pOO28 NTB-23494
NEWCASTLE-UPON-TYNE UNIV. (ENGLAND).

Norlinear wave modulation of whistler waves p0157 N74-31831
Precision in LCHTF testing p0195 N78-10490 Precision in LCHTF testing p0187 N78-14831 p0185 N78-10480 NIBLERN ENGINEERING AND RESEARCH, INC., MOUNTAIN VIEW, GALIP. Prediction of turbulent separated flow at subsonic and transonic speeds including unstrady effects -0018 N76-17084

p0036 N76-17084

NORD-VIDEO, STOCKHOLM (SWEDEN)

Alternative media for information transfer p0270 N76-28102 HORGES TEKNISKE HOEGSKOLE, TRONDHEIM.

Bome integrity problems in optimal control systems p0103 N74-31432

Optimal control of stochastic systems with unspection termination times policy of the

regard to liker sensitivity to coherent interference policy N76-16284

NORMALAIR-GARRETT LTD., YEOVIL (ENGLAND).

Efficient sources of cooling for aviorica

POOTS N77-16043 plet engine gas path analysis. A review

ND095 N78-31100 NORTHERN REBEARCH AND ENGINEERING CORP.
CAMERIDGE, MASS.
A critical review of turbins flow calculation procedures
p0041 N77-12022
NORTHROP CORP., HAWTHORNE, CALIF.

NORTHROP CORP., MAWTHORNE, CALP.

A criterion for prediction of serframe integration effects on inlet stability with application to advanced fighter enteral.

Design technology for departure reseatence of fighter electat.

Design technology for departure reseatence of fighter electat.

PO 108 N78-29250.

NORWEGIAN CENTER FOR INFORMATICS. OSLO.

The voice of the user. His information needs and requirements (which are not what the information specialists think they are).

PO271 N78-25112.

NORWEGIAN DEFENGE RESEARCH.

ESTABLISHMENT, KJELLER.

Construction of suboptimal Kelman filters by pattern search.

Dots acquisition and communication function function.

Data acquestion and communication functi

p0243 N75-16238 p0243 N75-16238 Optimisation
Atmospheric effects relevant to laser spectroscopy p0203 N76-29820

Bending of rays of light above the sea surface

mending of rays of light above the see surface p0207 N76-29858 NORWEGIAN INST. FOR AIR RESEARCH, KLELLER. Preliminary notes on large scale mass transport p0202 N74-28 IOB Introductory survey. Nonlinear effects in plasma resonances and ion sheath p0157 N74-31833 Reserance phenomena observed on mother-daughter rocket Rights in the autoral ionospherep0158 N74-31835

NOTTINGHAM UNIV. (ENGLAND).

NOTTINGHAM UNIV. (ENGLAND).
Physics and metallurgy of fetting
Prediction of static and fatigue
procession in composite materials
NUCLEAR METALS, INC., WEST
Production of titanium powder by
the process

0

DAY BIDGE NATIONAL LAB. TENN.

OAK RIDGE NATIONAL LAB. TENN.

Development and applications of spatial date resources in energy related assessment and planning [PUBL-901] 90297 N77-18941

OBSERVATOIRE DE PARIS-MEUDOM (FRANCE).

Cosmic noise 90199 N76-19260

OFFICE NATIONAL D'STUDIES ET DE RECHERCHES ARRONAUTIQUES, PARIS (FRANCE).

Fiutter control by modification of an sigen value 0102 N74-25584

Critical analyses and laboratory research work at the stage of sirerah preliminary design pCO66 N74-31463 OPPICE NATIONAL D'ETUDES ET DE RECHERCHES ARROSPATIALES, PARIS (FRANCE). Representation of his internal control of the contro

Representation of his let turbulence by means of its infrared emission Engine installation serodynamics Concept CCV and specifications p0088 174-28453 p0088 174-31480 Microwave antennas for hypersonic missiles p0172 N74-31693

p0172 N74-31633
Effects of flow turbulence and noise and epiddynamio nenomena and windrunnal results p0109 N74-31734
Prospect of directionally solidified eutettle superalloys
Theoretical and experimental study of boundary layer

control by blowing at the knee of a flep

Required pilot cues and displays for takenff and landing pooca N78-21237 Flow separation and serodynamic excitation at transonic pooce N75-2224

needs
Interaction problems between air inteles and sircraft p0027 N78-23486

Interection problems between all inteless and since an affected process of a pool 27 NTS-23486 Theory of mixing flow of a portest fluid around an affected yard and an around inteless and a pool 28 NTS-23493 Fluiter of wings equipped with large engines in pool 28 NTS-20014 Five identification methods applied to flight test data pool 37 NTS-20014 Process of the pollinary control of a rigid aliplane to turbulence pool NTS-30037 A guidance system for fixed or rotary wing sizerals in approach and landing rones pool 4 NTS-30037 Numerical enalysis of the inflammation phase in a turbulent mixing boundary layer pol 48 NTS-30387 Analytical method for predicting rhemical reaction stess in this presence of inhomogeneous turbulence (application to turbulent combustion) pol 48 NTS-30387 Optical measurements in turbulenchies?

Conflict and collision avoidance systems

Conflict and collision avoidance systems p008 1 N75-32089
Closed form expression of the optimal control of a rigid stiplane to turbulence p0071 N75-32101
Wind tunnel test of a flutter suppressor on a streight wing p0071 N75-32102 Flow field aspect of transonic phenomena p0016 N76-14021

p0016 N76-14021
Analysis of the noise and its influence on communication systems
ONERA Experimental study of 15 dag Standard AGANO
nozzia in subsonic and transonic flow p0178 N76-1539s
Influence of the jet pressure zeto on the performance of an AGAND single flow affected by in the 0 60-0 85 Mechanisms. range pol 179 N75 16367
Laminar separation at a trailing edge po033 N75 17032

Turbulent separation in two-dimensional flow p0034 N78-17041

Experimental and theoretical investigations of two-mensional restrachment in turbulant incompressible mersional reattachment in turbulent incompressible pp0034 N78-17048 Viscous interactions with separation under transports from under transports flow inditions p0036 N76-17056

conditions Phenomenological investigations of separated flow using prodynamic visualizations p0037 N78-17087 drodynamic visualizations p0037 N76-17067
ABTROLABE, an integrated navigation and landing aid stem. On board and ground deplay of informations.

DOCE2 N78-17136 Unatendy pressure measurements in wing-with-store pools N76-18063 configurations onligurations
Unsteady serodynamics of helicopter blades
p0039 N76-24149

Unsteady phenomens in turbumachines, as revealed by visualizations and measurements p0097 N76-28176 Exploratory research on the aeroelasticity of turbine blades and guide waves p0097 N76-28178 Adaptive wall transonic wind tunnels

p0114 N78-25225

Wall corrections for transcent three-dimensional flow in ontilated wind tunnels p0115 N76-25239 Accustic fluctuations generated by the ventilated walls of a transports wind tunnel p0116 N76-25237

Weather hazard simulation in the Modane wind tunnels p0117 N76-25244

Comparative two and three dimensional transpile testip0119 N76-25267 New structural tasting methods based on non-minutated accitation p0200 N76-29657 Inexpensive system of multiple beacon localization for isosphers p0080 N76-32181 Laser Raman diagnostics of serodynamic flow

mines N77.11234 Characterization of noise sources in hot jets by the crossed no.153 N77-11238 beam technique

Operational use of computers associated with the Modans ind tunnels p0018 N77-11971 wind tunnels
Minimizing well interference in connectional transonic test sections by using computer parametric studies p0019 N77-11978

French contribution to serodynamics of gas-particle intures u0182 N77 12383

OFFICE NATION'L D'ETUDES ET DE RECHERCHES

ARROSPATIALES, TOULOUSE (PRANCE).
TE sub 11 circular waveguide ferrite phasers optimization p0170 N74-31661 tion
Concept and design of an injector driven pressured transonic wind tunnel p0113 N76-25217
OFFICE OF NAVAL RESEARCH, ANLINGTON, VA.

OPPICE OF NAVAL RESEARCH, ARLINGTON, VA.
Applications it lesse optics to seronautical engineering
p0188 N70-18840
OPFICE OF NAVAL RESEARCH, LONDON (ENGLAND).
Introductory survey Wave interaction in the lower
ionosphere: A survey p0188 N74-31830
OPFICE OF THE ASSISTANT CHIEFE OF STAFF (AIR)
FORCE), "AREMINETON, D.C.
The digital simplane and optimal aircraft guidance
p0103 N74-31431

OHIO STATE UNIV., COLUMBUS.
Roll plane analysis of on-aircraft entennes
pD173 N74-31708

Vibration diagnostics in helicopter power trains p0095 N75-31706

Asymptotic theory of seperation and resttechment of a minar boundary layer on a compression ramp p0034 N76-17039

Mode of cochiear damage by excessive noise. an verview p0225 N76-17787

T/S in man from a 24 hour exposure to an octave band of noise centered at 4 kHz [AMRL-TR-75-3]

p0225 N76-17788 [AMRL-TR-78-3] p0228 N76-17798
Economics of corrosion prevention p0137 N76-33335
Designing for corrosion prevention p0138 N76-33338
Effect of sustained +G sub a scalestation on cardiac output end fractionation of cardiac output in awaks ministrus swine p0221 N77-11880
OPTICAL INDUSTRIES N. V., DELFT (NETWERLANDS).

Optics for passive viewing devices p0260 N75-107

CALIF.
How many pictures do you have to take to get a good one?
PO207 N76-29851
OREGON GRADUATE CENTER FOR STUDY AND RESEARCH, BEAVERTCM.
Turbulence effects on terget flumination by laser transmitter: Unified analysis and experimental verification.
PO208 N76-29834
ORGANIZATION FOR HEALTH RESEARCH, TNO.

ORGANIZATION FOR MEALTH RESEARCH, TNO.
AMESTEROAM (NETHERLANDS).
Changes in visual evoked response by non-visual task processing. p0211 N75-24301
Fulse wave velocity over the vascular wall as a means for distinguishing between different psychophysiological reaction patterns to a mental task p0211 N75-24302
OSLO UNIV. (NORWAY).

Thermogenetic mechanisms involved in man's fitness to seast cold exposure p0049 N74-33835 Thermogenetic mechanisms involved in mans itiness to best cold exposure poo4s 9.74-33535 Peripheral cliculatory edjustment to cold poo4s 9.74-33536 poo4s 9.74-33538 poo4s 9.74-33538

Local effects of acclimatization to cold in man

Lucal effects of acclimatization to cold in man p0049 N74-13539. A physiological companison of the protective value of nylon and wool in a cold anvironment p0049 N74-33840. Vibration injuries and cold exposure p0049 N74-33841 Formation and movements of ionospheric irregularities in the sucrat E-region p0187 N78-20330 NRMS 11879 11879. in the aucral E-legion
OXFORD UNIV. (ENGLAND).
Plasma mechanisma for pu

p0167 N74-31626

PACIFIC AIRMOTIVE CORP., BURBANK, CALIF.
An integrated reliability program utilized for aircraft industrial and merine gas turbines p0098 N78-31107
PACIFIC MISSUE TRES CENTER, POINT MUGU.

AP.
Some practical considerations for performance testing p02.39 N76-25786 Terrain following using stereo television

PACIFIC-SIERRA RESEARCH CORP., SANTA

PACIFIC-HIMMON VALUE
MONICA, GALIF.
Propagation of focused fruncated laser beams in the p0205 N78-29936 PARIS UNIV. (PRANCE).

Numerical solution of the Nevier-Sickee equations for compressible fluids pol 17 N78-3 1391 to Observation of tregularities in the sub-auroral F region of the ionosphere through a backscatter technique and a tter technique and a p0167 N76-20329 id-latitude station

PARIS V UNIV. (PRANCE).

PARTS V UNIV. (FRANCE).
A human biometry data bank
PAYNE, INC., ANNAPOUS, inD.
On pushing back the frontiers of field injury
pD218 N75-32724

puzza N76 Ca.

Experimental evaluation of limb field initiation and ejection p0218 N76 32726

PENNSYLVANIA STATE UNIV., UNIVERSIT	CORPORATE SOURCE INDEX	
PENNSYLVANIA STATE UNIV., UNIVERSITY PARK.	a	Definition of engine debris and some proposals for reducing potential damage to arrorate structure
Wave interaction using a partially reflected probing wave poiss N74-31840 poiss N74-31840 poiss nature of flow distortions caused by rotor blade wakes poos? N78-28173	QUEEN ELIZABETH COLL., LONDON (ENGLAND). Measurements of the atmospheric transfer function	p0198 N76-19478 Influence of unstagely flow phenomens on the design and operation of sero engines p0098 N76-25171
Axial flow rotor unsteady response to circumferential inflow distortions p0098 N75-25186	μ0205 N76-29837 QUEEN MARY COLL., LONDON (ENGLAND). Numerical investigation of regular laminar boundary layer	The relationship between steady and unsteady special distortion Axial flow compressor performance prediction
PHYSICS LAB. RVO-TNO, THE HAGUE (NETHERLANDS). Optical correlation p0186 N75 19838	separation p0033 N76-17036 Measurements in separating two dimensional turbulant	p0101 N76-28211 ROLLS-ROYCE LTD., LEAVESDEN (ENGLAND). The influence of freiting on fatigue p0146 N76-22494
The measurement programms OPAQUE of AC/243 (panel IV/RSQ 8) on sky and terrain radiation p0204 N76-29828	boundary layers p0034 N76-17042	ROLLS-ROYCE LTD., WATFORD (ENGLAND). Malinoster ungine control. The cast 20 years and the
Decrease of contrast in the atmosphere. Statistical presentation of the results of daytime and hight-time.	R	next POST NATIONAL PROPERTY OF THE PROPERTY OF
PICATINNY ARSENAL DOVER, N.J. Fluidic sensors A survey p0180 N76-21431	R AND D ASSOCIATES, SANTA MONICA, CALIF. Laminar separation on a blunted cone at high angles of attack p0036 N76-17060	Federal information systems p0283 N74-27461 Electronically scanned Teore antenne as an enroute and
PIERBURG LUPYPAMNYGERAETG UNION G.M.B.H., NEUSS (WEST GERMANY). A new lightweight fuel control system for electrical	RACIATION, INC., MELECURNE, FLA. Sampling and filtering p0077 N74-28839	Application of multi minicomputer configuration to investigate draphics and cartography p0248 N75-19289
inputs p0092 N75-23599 PINKEL (I. IRVING), FAIRVIEW PARK, OHIO. Alternative fuels for eviation p0201 N75-16980	RADIO CORP. OF AMERICA, CAMDEN, N.J. Design automation techniques for custom LSI arrays v0174 N75-25053	Computer modeling of communications receivers for distortion analysis p0162 N76-16283 Holographic data storage and retrieval system p0268 N77-16943
Dynamic effects in the sutting of airplane crash fires pooles N76-14084 PISA UNIV. (ITALY).	RADIO CORP. OF AMERICA, MOORESTOWN, N.J. SHF high power stiborne communications entenne p0169 N74-31672	ROME UNIV. (ITALY). Structure of tropospheric inhomogenaties as deduced
Fluidic sensors for turbojet engines p0092 N75-23898 Problems in fault diagnostics and prognostics for engine	The evolution of test ranges and the changing requirements they serve, an overview p0110 N76-23284	from interferometric measurements p0282 N78-22088 Low speed injection effects on the serredynamic performance at transonic speed p028 N78-23494
condition modificating p0084 N75-31085 The use of rockets against crash fires in airport areas p0047 N75-14079	Redar detection and tracking in ground clutter p0111 N76-23267 RAYTHEON CO., SUDBURY, MASS.	Intensity correlation of radiation scattered along the path of a laser beam propagating in the atmosphere p0208 N76-29838
PITTSBURGH UNIV., PA. Present knowledge domain of scientists and technolog- tals. p0263 N74-27468	Introductory survey: Potential applications of mosopheric modification to associomy p0185 N74-31813	Measurement of atmospheric attenuation at 6328 m p0206 N76-29639
Generation, use, and transfer of information p0263 N74-27459	RAYTHEON GO., WAYLAND, MASS. A new system architecture for ATC automation p0087 N76-23228	ROYAL AIR FORCE, BINBROOK (ENGLAND). The Bir defence role p0238 N75-12602 ROYAL AIR FORCE, FARNSOROUGH (ENGLAND).
The NASA regional dissemination center p0263 N74-27462 PLESSEY CO. LTD., ILFORD (ENGLAND).	RDE AND MISSILE SYSTEM LAB., REDSTONE ARSENAL, ALA:	The provision and use of information on six traffic control displays p0055 N75-23203. The optimisation of traffic flow around a network.
Specifying the requirements p0244 N75-10246 PLEASEY CO. LTD., TOWGESTER (ENGLAND). High performance bipolar technology for LSI	Liquid crystal and neutron radiography methods p0189 N76-16478 READING UNIV. (ENGLAND).	ROYAL AIR FORCE, HALTON (ENGLAND).
p0174 N75-25045 PLESSEY RADAR LYD., COWES (ENGLAND). A comparative study of atmospheric transmission at three	Bibility and accuracy of numerical approximations to time dependent flows p0177 N78-31390 RENSERLARR POLYTECHNIC INST., TROY, N.Y.	ground p0233 N77-17714 NOVAL AIR FORCE CENTRAL MEDICAL
(ever wavelengths in relation to the meteorological parame- ters p0203 N76-2981\$	Mulitaxial fatigue Present and future mathods of correlation p0196 N75-10492	ESTABLISHMENT, LONDON (ENGLAND). Some seromedical separts of noise p0289 N74-22667 Sixteen years experience in military eviation psychiatry
A multiple scattering connection for little system p0206 N76-29841 PLESSEY RADAR LTD., HAVANT (ENGLAND).	Design of pivots for minimum fraiting p0147 N78-22498 RESEARCH INST. OF NATIONAL DEFENCE,	and neurology ROYAL AIR FORCE INST. OF AVIATION MEDICINE, FARNEOROUGH (ENGLAND).
Optical waveguide data transmission for avionics p0260 N75-10779 A language for the specification of real-time computer-	ETOCKHOLM (SWEDEN). Pradiction and osiculation of transmission loss in different types of terrain p0254 N75-22078	Ejection experience from VTOL military shoraft p0044 N74-20764 Clearance of ejection path by the use of explosive cold
bused systems p0246 N75-16270 A survey of primary raders for air traffic systems p0084 N76 23197	High speed ejections with SAAB seets p0218 N75-32726	µ0044 N74-20768 Human factors aspects of in-flight escape form helicop-
POLITECNICO DI MILANO (ITALY). The effect of vortex generators on the development of	Parametric instabilities in the ionosphere excited by powerful radio waves observed over Arecibo	ters poo44 N74-20759 Evaluating measures of workload using a flight simula- tor po237 N75-12561
Flow light in use wake of a blunt body by laser Doppler anemometry p0164 N77-11245	p0155 N74-31815 RIJKSLUCHTVAARTDIENST, THE HAGUE	A flight simulator study of missile control performance as a function of concurrent workload p0237 N78-12592 Some fast analytical techniques for the EEG.
POLITECHICO DI TORINO (ITALY). Basic digital computer concepts p0243 N75-16237 POLYTECHNIC INST. OF NEW YORK, EROCKLYN.	(NETHERLANDS). The Netherlands ATC automation program p0083 N75-32081	p0211 N78-24306 Aircrew essetsment of the vibration environment in
Mixed-path considerations for rathe-wave propagation in forest environments p0254 N78-22079 POLYTECHNIC INST. OF NEW YORK, FARMINGDALE.	RIV-OFFICINE DI VILLAR PEROSA S.F.A., TURIN (ITALY). A contribution to the sero engines beerings condition	The transmission of angular acceleration to the head in the seated human subject p0213 N75-27689
Asymptotic techniques for propagation and scattering in inhomogeneous waveguides and ducisp0251 N75-22055	monitoring p0094 N75-31091	The respiratory and metabolic effects of constant amplitude whole-body vibration in man 5.0214 N75-27698
PRATT AND WHITNEY AIRGRAFT, EAST HARTFORD, GONN. V/STOL delinctor duct proble study p0087 N74-20417	Pathophysiologic sepects of exposure to microwave p0218 N76-11604 Endocrine and central nervous system effects of mi-	The controller various automation p0050 N75 32051 The psychologist's view p0050 N75-32063 An aim restraint system for ojection sests in high
Thermal stability of directionally solidified composites p0131 N78-11043 Methods to increase angine stability and tolerance to	Protection guides and standards for microwave expo-	parformance aircraft pi0218 N78-32723 Datermination of safe exposure levels: Energy correlates
distortion p0090 N78-12981 Control design considerations for valiable general	ROCKWELL INTERNATIONAL CORP., ANAHEIM, CALIF.	of poster damage p0160 N76-11312 Derivation of sufety cories 2 UK experience p0160 N76-11314
The practical importance of unsteady flow p0096 N76-25170	pi0088-N76-24202 Midde-navigator (MICRON) pi0080-N78-32184	Optical molecular examination of least workers and investigation of least accidents poiso N76-11315. The operation of helicopters from small ships.
Multiple segment parallel compressor model for ordinal ferential flow distortion p0099 N76-25189 Manufacture of low cost P/M extrology turbine disks	HOCKWELL INTERNATIONAL CORP., THOUSAND	Machanics of head protection p0220 N78-27850 Auditory communication p0230 N78-27851
p0139 N77-16162 PRATT AND WHITNEY AIRCRAFT, MIDDLETOWN, CONN.	The effects of interestructure on the fallique and fracture of commercial literalium allique 00136 N76-19272	Eye protection and protective devices p0230 N76-27852
Design procedures for elevated temperature low-cycle fatigue p0195 N75-10494 PRATT AND WHITNEY AIRCRAFT, WEST PALM	PARMITARN TECHNISCHE DIENST N. V.	Helmet mounted sights and displays p0231 N78-27853 Warning systems in annualt considerations for military
BEACH, FLA. Iso-forging of powder materiargy supersitors for advances	Hadiation safety p0189 N78-16470 molt 6.80VCE LYD. ERISTOL (ENGLAND).	operations p0231 N76-27664 Advances in military cockpit displays p0231 N76-27666
PRINCETON UNIV. N.J. Laboratory experiments on parametric instabilities and	pooss N74-20403 Pensus angine operating experience in the Harrier	Mep displays p0211 N76-27868 Physiological limitations to high speed ascape p0231 N76-27887
plasma heating in a magnetic field p0186 N74-31819 Display for approach and hover with and without groun reference p0013 N78-3006	i Recent studies into Concorde noise reduction p0258 N74-22551	Frinciples and problems of high speed section p0231 N76-27888
Flamp spreading across materials A review of fundamental processes p0047 N76-1407	. Aerodynamic rasponae p0089 M75-12907 The relative role of engine monitoring programme classics of the programme classics	Helicopter escape and survivability p0231 N76-27860 The physiology of high G protection p0231 N76-27861
An exploratory of a three dimensional shock way boundary layer interaction at Mach 3 p0038 N76-1706! The electron beam fluorescence lechnique applied t	Description of tests corried out at Rolls Royce (1971 LTD Bristol engine division p0178 N76-18389	A comparison of recent advances in British anti G suit design p0231 N76 27862
hypersonic turbulent flows p0/83 N77 1123 Hasonant Doppler velocimeter p0/83 N77-1123	p0179 N76 16360 ROLLS-ROYDE LTD., DERBY (ENGLAND).	Operations in cold anytropenents (00232 N76 27864
PROMISEL (N. E.), SILVER SPRING, MD. Introduction: A survey of the problem p0137 N76-3333	A model technique for exhaust system performance teating 90029 N75 23507 Control system requirements dictated by optimization of	Thermal problems in high performance elected pic232 N76 27858
PURDUE UNIV. LAFAYETTE, IND. Fringe mode fluorescence velocities by po153 N77 1124	engine operation p0090 N75 2357 Engine data recording on a pheniteria entre in Result	Cabin pressurestion and oxygen systems requirements
1.400		

COMPONATE SOUNCE INDEX	SECRETARIAT GENERAL	
Seat mounted oxygen regulator systems in United	The Hunter fly-by-wire experiment Recent experience	Review of characteristic laser properties
Kingdom sircleft p0232 N76-27868 Residual effects of hypnotics p0232 N76-27870	and future implications p0011 N75-30048 Helicopter avionics UK research programme	p0185 N75 18829 IR thermal imaging sensors for helicopters
Centrifuge assessment of a reclining seat p0220 N77-11648	p0012 N75-30069 Applications of low light television to helicopter opera-	p0013 N75-30063
The presentation of cartographic information in projected	tions p0012 N75-30061 The flight development of electronic displays for V/STOL	Terrain avoidence rader using off-borealght techniques p0013 N75-30066
map displays p0083 N77-16057 ROYAL AIR FORCE INST. OF PATHOLOGY AND	approach guidance p0013 N75-30068	Principles of air traffic control p0050 N75-32048 Principles of automation in air traffic control
TROPICAL MEDICINE, AYLEBURY (ENGLAND).	Piloting aspects of V/STOL approach guidance p0013 N75-30069	p0061 N76-32066
Recent agricultural aircraft accidents in the United Kingdom p0234 N77-17723	Helicopter automatic flight control systems for poor visibility operations p0014 N76-30078	Liquid crystal display devices p0090 N76-17121 Multipolour displays using a liquid crystal colour switch
Fatal helicopter accidents on the United Kingdom p0236 N77-17728	Windblast Protection for the head by means of a fabric	pO080 N76-17122
ROYAL AIR FORCE STRIKE COMMAND, HIGH	bood p0218 N75-32722 Safety fuel research in the United Kingdom	Digital scan conversion techniques p0080 N76-17125 Polar to cartesian axis-transforming digital scan conver-
WYCOMBE (ENGLAND). Long range air to-air rafuelling. A study of duty and	p0045 N76 14060 Systems problems associated with the use of safety	ters p0080 N76-17126
sleep patterns p0238 N75 12800	fuels p0045 N76-14063 Some aspects of smoke and fume evolution from	ADSEL/DABS A selective address secondary surveilt- ance radar p0054 N76-23199
ROYAL AIRCRAFT ESTABLISHMENT, BEDFORD (ENGLAND).	overheated non metallic materiels p0048 N76-14072	Interactive conflict resolution in air traffic control
A theoretical and experimental livestigation of the external-flow, jet-augmented flap p0085 N74-20407	Fire protection of fuel systems in combat aircraft n0047 N76-14078	p0065 N76-23207 Secondary radar for ground movement control
A review of the low speed secodynamic characteristics	Improved design of interference suppressors and measurement of attenuation characteristics p0163 N76-16290	pO088 N76-23211
of alloraft with powered lift systems p0064 N74-28448 Autostabilization in VTOL alloraft Results of flight trials	A review of separation in steady, three-dimensional	Computer assisted approach sequencing p0057 N76-23221
with SC 1 p0106 N74-31456	flow p0038 N75-17089 The use of modern light emitting displays in the high	A measuring rod for ATC systems, the index of orderli- ness p0058 N76-23229
The flow around a wing with an external flow jet flap p0023 N75-13801	Huminance conditions of sircraft cookpits p0079 N76-17116	Reliability growth modelling for avience pO180 N76-24504
A technique for analysing the landing manoeuvre p0002 N75-21226	A programmable rester-based display system for use with	ROYAL SIGNALS AND RADAR ESTABLISHMENT,
The improvement of visual aids for approach and	electro-optical sensors pCOR2 N76-17139 Metallurgical aspects of fatigue and fracture in titanium	MALVERN (ENGLAND). Cooling of electronic equipment in relation to component
landing p0003 N78-21234 Alteraft stalling and buffeting Introduction and over-	alloys p0138 N76-19271 The possibilities of using a scanning electron microscope	temperature limitations and reliability p0075 N77-16047 RUHR UNIV., BOGHUM (WEST GERMANY).
view p0026 N75-22281	for the study of composite materials having an organic	Ground effect on similals with flaps or jet flaps
Aircraft dynamic response associated with fluctuating flow fields p0026 N75-22285	matrix [RAE-LIB-TRANS-1874] p0194 N78-21492	p0025 N75-13818 Dependence of laminar separation on higher order
Modelling of systems with a high level of internal successions according to the systems with a high level of internal species.	The computation of transonic flows past serofolis in solid, purous or slotted wind tunnels p0115 N76-25232	boundary lever effects due to transverse curvature, displace- ment, velocity also and temperature jump
Active control as an integral tool in advanced sircust	Some agroelastic distortion effects on sircraft and wind tunnel models p0120 N76-25278	p0033 N78-17034 Current problems of optical interferometry used in
design p0008 N75-30029 The operational problems encountered during precise	Problems of noise testing in ground-based facilities with	experimental gas dynamics pO184 N77-11244
maneuvering and tracking p0016 N76-14019 Limitations in the correlation of flight/tunnel buffeting	forward-speed simulation p0121 N76-26281 Development of photon correlation anemometry for	RUTGERS UNIV., NEW BRUNSWICK, N.J. Cinematographic study of separated flow regions
tests p0017 N78-14028	application to supersonic flows p0152 N77-11231 Digital computer aspects of the instrumentation and	p0037 N76-17066
Studies of automatic navigation systems to improve utilization of controlled suspace p0063 N76-23192	control of the new RAE 5 metre low speed tunnel	s
The ECT drive system A demonstration of its practicability and utility p0113 N76-28215	p0018 N77-11970 Eye protection, protective devices and visual aids	3
Flight measurements of helicopter rotor serofoli charac-	p0241 N77-12709 The development of aircraft instruments	SAAB-SCANIA, LINKOPING (SWEDEN).
teristics and some comparisons with two dimensional wind turnel results p0121 N76-25284	PODEZ N77-18081 ROYAL MARSDEN HOSPITAL SUTTON (ENGLAND).	Swedish experience on correlations of flight results with ground test predictions pC123 N76-25298
A brief flight-tunnel comparison for the Hunting H 126 (at flap sizeratt p0122 N76-25294	Biological effects of ultrasound p0219 N76-11700	SALFORD UNIV. (ENGLAND). Freasure rise to separation in cylindrically symmetric
Flight measurements of the longitudinal serodynamic	ROYAL MILITARY COLL. OF ECIENCE, SHRIVENHAM	shock wave, turbulent boundary layer interection
characteristics of a pastored threat appeals (MR 81177)	(ENGLAND),	
characteristics of a ventored thrust sitraft (HS-F1127) throughout the transition p0122 N76-25295	(ENGLAND), Heal time operating systems p0248 N75-18262	p0037 N75-17084 Design and operation of a low-speed gust tunnel
characteristics of a ventored thrust succeed (HS-F1127) throughout the transition p0122 N76-26296 Digitally generated outside world display of lighting	Heal time operating systems µ0248 N75-18262 ROYAL NAVAL AIR MEDICAL ECHOOL HILLHEAD (ENGLAND).	Design and operation of a low-speed gust tunnel p0117 N76-25243
characteristics of a ventored thust sucraft (HS-F1127) throughout the transition 00122 N78-28286 Digitally generated outside world display of lighting patient used in conjunction with an aircraft simulator 0125 N78-28303	Meel time operating systems pC246 N75-18262 ROYAL MAVAL AIR MEDICAL SCHOOL HILLHEAD (ENGLAND), Immersion hypothermia Aircrew survival training in the United Kingdom and	Design and operation of a low-speed gust tunnel pol 17 N76-25243 SANDIA LASS., ALBUQUERQUE, N.MEX. Computational techniques for houndary layers
characteristics of a ventored thrust sincraft (HS-F1127) throughout the transition 0/12 N78-26286 Digitally generated outside world display of lighting pattern used in conjunction with an aircraft simulator po/125 N78-28303 Developments in the simulation of atmospheric turbulence	Real time operating systems p0245 N78-18262 ROYAL NAVAL AIR MEDICAL SCHOOL HILLHEAD (ENGLAND). Immeration hypothermia p0080 N74-33843 Alticisw survival training in the United Kingdom and northern Norway p0080 N74-33844	Design and operation of a low-speed gust tunnel pot 17 N76-25243 SANDIA LASS., ALBUQUERQUE, N.MEX. Computational techniques for boundary layers pot 17 N76-31388 SANDIA LASS., KIRTLAND AFB, N. MEX.
characteristics of a ventored thrust sincraft (HS-F1127) throughout the transition 0122 N78-26286 Digitally generated outside world display of lighting pattern used in conjunction with an except simulation police N78-29303 Developments in the simulation of atmospherio turbulence 0126 N78-29308 The application of a laser anemometer to the investigation of shock-wave boundary-layer interactions	Real time operating systems p0246 N78-18262 ROYAL NAVAL AIR MEDICAL SCHOOL HILLHEAD (EROLAND). Immersion hypothermia p0080 N74-33843 Aincrew survival training in the United Kingdom and p0080 N74-33844 ROYAL NAVAL AIR MEDICAL SCHOOL SEAPIELD PARK (ENGLAND).	Design and operation of a low-speed gust tunnel p0117 N76-25243 BANDIA LASS., ALBUQUERQUE, N.MEX. Computational techniques for boundary layers p0177 N78-31388 SANDIA LASS., KIRYLAND AFB, N. MEX. Protection from relinal burns and flashbindness due to atomic flash
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characteristics of a ventored thrust sitirat (HS-F1127) throughout the transition 00122 N78-26286 Digitally generated outside world display of lighting pattern used in conjunction with an aircraft simulator 00125 N78-29303 The application in the simulation of almospheric turbulence 1 The application of a lesser are momentar to the investigation of shock-wave boundary-layer interactions p0151 N77 11226 ROYAL AIRCRAFT ESTABLISHMENT, FARREOROUGH (8 NGLAND). Some experimental observations p0087 N74-20421 Some experimental observations of the refraction of sound by rotating flow p087 N74-226815 Hasay sections 01912 N74-23415 Hasay sections 1 p0192 N74-23415 Hasay sections 1 p0192 N74-23415 Hasay sections 1 p0192 N74-23415 Hasay sections 1 p0192 N74-23415 Hasay sections 1 p0192 N74-23415 Hasay sections 1 p0192 N74-23415 Hasay sections 1 p0192 N74-23415 p0193 N74-23415 Hasay sections 1 p0192 N74-23415 p0193 N74-23415 p	Real time operating systems pD248 N75-18282 ROYAL NAVAL AIR MEDICAL BIOLOGH HILLHEAD (ENGLAND). Immersion hypothermia pC050 N74-33843 Aliciew survival training in the United Kingdom and pO50 N74-33844 ROYAL NAVAL AIR MEDICAL SCHOOL SEAPILED FARK (ENGLAND). The timmersion yielim pC230 N76-27849 ROYAL NAVAL AIR MEDICAL SCHOOL SEAPILED ROYAL NAVAL SCIENTIFIC SERVICE, LONDON (ENGLAND). Patho-physiological effects of wind blast from conventional and nuclear explosions pC017 N75-32720 ROYAL NAVY, LONDON (ENGLAND). A survey of low cost self contensed navigation systems and their accuracies pO508 N76-32180 ROYAL NETHERANDE AIR POFOC, THE HAGUE. Cutalification of personnel p018 N76-16465	Design and operation of a low-speed gust tunnel pt 117 A76-25243 SANDIA LABS., ALBUCUTROUS, N.MEX. Computational techniques for houndary layers SANDIA LABS., KIRTLAND AFB., N. MEX. Protection from relinal burns and flashblindness due to atomic flash. Protection from relinal burns and flashblindness due to atomic flash. Protection from relinal burns and flashblindness due to atomic flash. Protection from relinal burns and flashblindness due to atomic flash. POZ34 N77-12711 SCHOOL OF ARROSPACE MEDICINE, SROOKS AFB., TEX. Systemic simulation of allowed poz35 N75-12588 Entloctine-metabolic indices of alreraw workload An analysis access situles.
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Electrostatic charges and their perturbing effects on radio	PARIS (FRANCE).	Probability of perforation of aircraft structures by engine
communication p0160 N76-16264 SELEMIA S.P.A., ROME (ITALY).	Measurement of etmospheric absorption by utilization of an infrared solar radiation receive: p0206 N76-29842	fragments p0198 N76-19479 Simulation techniques and methods used for the study
Circularly polarized L-band planar array for aeronautical	SOCIETE GERTIN ET CIE, PLAISIR (PRANCE).	and adjustment of the automatic landing system on the
setellite use p0171 N74-31689 Defining the problem and specifying the requirement	Presentation of serodynamic and accounte results of qualification tests on the ALADIN 2 concept	Concords supersonic transport aircraft p0124 N76-29293 BOCIETE TECHNIQUE D'APPLICATION ET DE
p0243 N76-16242	p0024 N7R-13803	RECHERCHE ELECTRONIQUE, MASSY (FRANCE).
Data acquisition and distribution in real-time aerospace systems p0248 N75-16288	SOCIETE D'APPLICATIONS GENERALES	A commutation on attenna systems covering standard aircraft and balloons p0171 N74-31685
SERVICE DE SANTE POUR L'ARMEE DE L'AIR, PARIS	D'FLECTRICITE ET DE MECANIQUE, PARIS (FRANCE).	SOCIETE TELECOMMUNICATIONS
(FRANCE). Investigations of the blood vessels electic expansion, heart	Parallel computer with automatically reconfigurable	RADIOELECTRIQUES ET TELEPHONIQUES (FRANCE). Selection technique of the optimal frequency for data
output, and heart rhythm, based on the measurement of	organization (COPRA) p0246 N75-16274 Design and development of Kalman filters nevigation	transmission through the longsphare p0186 N76-20317
variations in the thoracic electric impedance p0230 N76-27834	systems p0088 N78-24205	Description of a self-adaptive system for data transmis- sion through the ionosphera p0167 N76 20324
Flight fitness and pliant contact lenses	SOCIETE DE FABRICATION D'INSTRUMENTS DE MESURE SFIM, MASSY (FRANCE).	SOUTHAMPTON UNIV. (ENGLAND).
DOZ41 N77-12714 SERVICE TECHNIQUE DE L'AERONAUTIQUE, PARIS	On-board recording p0078 N74-25942	The noise from shock waves in supersonic jets p0257 N74-22853
(FRANCE).	Low visibility approach of helicopters and ADAC sire-	Noise from hot jets p0257 N74 22854
Braking performances p0002 N78-21224 Military rocket aircraft Inherent constraints and their	INT POSTS N75-30980 SUCRETE GENERALE DE CONSTRUCTIONS	On the noise from jets p0288 N74-22555 Propagation in curved multimode cladded fibres
uses p0144 N77-11186	ELECTRIQUES ET MECANIQUES ALSTHOM,	p0281 N75-22088
Evaluation of cockpit lighting p0083 N77-18082 SHRVICE TECHNIQUE DE LA NAVIGATION	The simulation of turbulence in irrepressible models	A study of vibration, pilot vision and helicopter ac- cidents p0214 N75-27699
AERIENNE, PARIS (FRANÇE).	p0148 N75-30362	People, communities and aircraft operations
The CORAIL surveillance system for airport runways poose N76-23213	SOCIETE INTERTECHNIQUE, PLAISIR (FRANCE). Ignition proofing of fuel tanks with oxygen-deficient an	pD093 N78-30169 Kinetic energy of turbulence in flames
STRVICE TECHNIQUE DES TELECOMMUNICATIONS	obtained by diffusion through a semi-permeable memb-	pD148 N78-30386
Ot L'Ain, PARIS (FRANCE). Principle and realization of aeronautical later systems	rane p0048 N78-14065	Real-time HF channel estimation by phase measurements on low-level pilot tones p0186 N76-20316
p0280 N76-107B2	SOCIETE NATIONALE D'ETUDE ET DE CONSTRUCTION DE MOTEURS D'AVIATION,	A low speed self streamlining wind tunnel
Organization of STRIDA isystem for processing air defense information) p0246 N75-16273	CORBEIL (FRANCE).	p0114 N76-25226 Application of the computer for on-site definition and
Possible application of lasers in aeronautics	Problems of low cycle high temperature fatigue in aircraft jet engines p0195 N78-10488	control of wind tunnel shape for minimum boundary
Conclusions and recommendations p0185 N75-16830	Behavior of engine cases associated with blade tup-	Interference pools N77-11975 SOUTHERN METHODIST UNIV., DALLAS, 75%.
Failures affecting reliability of eviding systems	fuses p0198 N76-19462 Influence on the mechanical properties of various	Characteristics of a separating incompressible turbulent
pO190 N78-24607	processing parameters applied to make base superalloys	boundary layer p0024 N76-17043 SOUTHWEST MESSARCH INST., SAN ANTONIO, TEX.
Case history of some high refisibility designs for avionic systems p0191 N75-24612	powders p0140 N77-18168 BOCIETE NATIONALE D'ETUDE ET DE	Status of research on antimiet sircraft lurbine engine
BRHVICES ELECTRONICS RESEARCH LAS.,	CONSTRUCTION DE MOTEURS D'AVIATION, MELUN	fuels in the United States g0045 N79-14061
BALDOCK (ENGLAND). Infrated and visible radiation detectors for imaging and	(FRANCE).	SPACE AND MISSILE SYSTEMS ORGANIZATION, LOS ANGELES AIR FORCE STATION, CAUP.
non-inlaging applications p0280 N75-1077/	Research about effects of external flow and sircraft installation conditions on thirest reversers performances	Computer software testing and certification
Electronically-controlled liquid-prystal graticules for use in optical systems p0080 N76-17123	p0028 N76-23495	SPERRY GYROSCOPE CO. LTD., BRACKHELL
SERVICES TECHNIQUES DE L'ARME FRANÇAISE.	Simulation techniques for turbumenhines 6009 1 N75-23591	(ENGLAND).
ARCUELL, The STRADA landing trajectography system	SOCIETE NATIONALE D'ETUDES ET DE	Low cost self contained solutions to the navigation problem in rotary and fixed wing aircraft
p0111 N76-23288	CONSTRUCTION DE MOTEURS D'AVIATION, MOISSY-CRAMAYEL (FRANCE).	p0061 N76-32169
SHAPE AIR DEFENSE TECHNICAL CENTER, THE HAGUE (NETHERLANDS).	Diagnosis of the functional state of a motor by modelize-	Freduction design requirements for fly by wire systems
Technical review of EM wave propagation involving	tion poge4 N75-31086 The impact of ensteady phanomena on turbina angine	µ0010 N78-30048
friegular surfaces and inhomogeneous made p0250 N75-22046	design and development p0096 N76-25172	An automatic flight control system for a helicopter night tending system p0015 N75-30079
Ground-loss profile slong a multi-section path of a sky	Characterization of components performence and optim- ization of matching in jet-engine development	Mechanization of active control systems
wave p0283 N75-220/1	pQ1C i N78-28214	p0071 N75-32103 Recent hardware developments for electronic display
Influence of topography and atmospheric refraction in UHF ground-air communications p0254 N75-22080	SOCIETE NATIONALE D'ETUDE ET DE CONSTRUCTION DE MOTEURS D'AVIATION, PARIS	systems for US military stirreft p0080 N76-17124
SHEFFIELD UNIV. (EIIGLAND).	(FRANCE).	SPERRY RAND CORP., ST. FAUL, MINN. Automation in air traffic control systems
Measurement in turbulant flows with chemical reaction p0149 N75-30374	Recent studies into Concarde naise reduction p0258 N74-22881	p0051 N78-32058
Flow control circuits for toxic fluids p0182 N76-21446	Work on the palgination of heat resistant nickel based	STADT- UND UNIVERSITATIBLECTHIK, FRANKFURT AM MAIN (WEST GERMANY).
Development needs p0182 N76-21447	alloys 90187 N75-22755 SOCIETE NATIONALE D'ETUDE ET DE	Minicomputers in library circulation and control
SIRMENG A.G., MUNICH (WEST GERMANY).	CONSTRUCTION DE MOTEURS D'AVIATION.	CCCC N77-16933
Employment of nearfield Cassegrain enturines with high efficiency and low sidelobes, laking the Intelest-ground	VILLAROCHE (FRANCE). The motorization of short take-off and landing aircraft	STANDAND ELECTRIK LORENZ A.Q., STUTTGART (WEST GERMANY).
stations and the German Helios-telecommand station as examples p0172 N74-31696	p0086 N74-20408	New radio navigation aids based on TACAN principles
examples p0172 N74-31696 A real-time program system for controlling a phased array		-0014 NTE 30079
	Low speed turbing year box p0087 N74-2041B	Principles of radiolocation p0014 N75-30072 p0052 N75-32067
reder p0248 N75-18268	Low speed turbing gast box p0087 N74-2041B Sources of distortion and compatibility p0089 N75-1298B	Principles of radiolocation p0014 N75-30072 Long distance side (Omega: Loran) p0052 N75-3206R
radar p0348 N78-18268 The reduction of electromagnetic compatibility due to	Low speed turbing year box p0087 N74-2041B Sources of distortion and compatibility p0089 N78-1298B Evolution of furbinesctor control systems	Principles of radiciocation p0052 N75 32007 tong distance sids (Omega, Loran) p0082 N75 32067 Medium distance sids (VMF omnidirectional radio beacons) p0082 N75 32068 p0082 N75 32068
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The reduction of electromagnetic compatibility due to non-linear elements and unintended random contacting in the proximity of the antenna of high-power RF	Low speed turbing year box j0037 N74-20418 Sources of distortion and compatibility p0039 N75-12988 Evolution of furboresctor control systems p0091 N75-23588 Current research on the amoietom of flight effects on the noise radiation of sincraft engines p0120 N75-20380 Models for calculating flow in salat turbornschinery p0040 N77-12014	Principles of radiolocation p0014 N78-30072 Principles of radiolocation p0052 N75-32068 Medium distance aids (VMF principles) radio base one) p0082 N75-32068 Distance measuring methods p0062 N75-32070
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Use of advanced control theory as a design tool for vehicle quickness and control p0103 N78-32163 (inertial insvigator for commercial airlines p0081 N78-32163 (inertial insvigator for commercial airlines p0081 N78-32163 (inertial insvigator for commercial airlines p0081 N78-32168 seaff the interference and control p0081 N78-32163 (inertial insvigator for commercial airlines p0081 N78-32168 seaff the interference and control p0081 N78-32168 seaff the interference and control p0081 N78-32168 seaff the interference requirements for airborne multifunction p0078 N78-1710 The possible impact of DC airborne mountain p0078 N78-1710. The possible impact of DC airborne multifunction p0078 N78-1716038 seaff the interference and other equipment p0074 N77-16038 seaff the interference and other equipment p0074 N77-16038 seaff the interference and other equipment p0074 N77-16038 seaff the interference and other equipment p0074 N77-16038 seaff the interference and other equipment p0074 N77-16038 seaff the interference and other equipment p0074 N77-16038 seaff the interference and other equipment p0074 N77-16038 seaff the interference and other equipment p0074 N77-16038 seaff the interference and other equipment p0074 N77-16038 seaff the interference and other equipment p0074 N77-16038 seaff the interference and other equipment p0074 N77-16038 seaff the interference and other equipment p0	Low speed turbing year box DOOST N74-20418 Sources of distortion and compatibility pOOSS N75-12958 Evolution of turboreactor control systems pOOSS N75-12958 Current research on the annulation of flight effects on the noise radiation of arcraft singless pOOSS N75-12058 Current research on the annulation of flight effects on the noise radiation of arcraft singless pOOSS N75-25280 Models for calculating flow in said turbomachiness pOOSS N75-12014 SOCIETE NATIONALE D'ETUDES T DE COMPANIONALE D'ETUDES T DE COMPANIONALE D'ETUDES T DE COMPANIONALE INDUSTRIBLE ARROSPATIALE SLAGINAC (FRANCE). Electromagnetic noise specifications pOISS N75-12493 SOCIETE NATIONALE INDUSTRIBLE ARROSPATIALE SLAGINAC (FRANCE). Bloot naview of the poise of short landing fields Service (altures and laboratory tests pOISS N74-20411 Service (altures and laboratory tests pOISS N74-20411 Service (altures and laboratory tests pOISS N74-20411 A short survey on possibilities of fatigue if the assessment of siroraft structures based on random or programmed fatigue tests pOISS N74-20413 New technologies and maintenance of heticoptes pOOSS N74-20413 Cabin finishing misterials in civil presenger arcoaft pOOSS N78-14686 NDI of bonded structures pOISS N78-131478 SOCIETE NATIONALE INDUSTRIBLE ARROSPATIALE, SUMESNES (FRANCE). Cabin finishing misterials in civil presenger arcoaft pOOSS N78-13480 COLETA NATIONALE INDUSTRIBLE ARROSPATIALE, SUMESNES (FRANCE). SOCIETE NATIONALE INDUSTRIBLE ARROSPATIALE, TOULOUSE (FRANCE). SOCIETE NATIONALE INDUSTRIBLE ARROSPATIALE, SOURCE (FRANCE). 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Definitions and fundamentals of sicetromagnetic noise interference, and compatibility Men-made electrorragetic noise from unintentional radiators. A summary A status report of the IEEE/ECAC electromagnetic compatibility figure of ment committee DO81 N76-18257 STANPORD RESEARCH INST., MEMILD PARK, CALIF. Local and regional flow metaring and control noise A status report of the IEEE/ECAC electromagnetic compatibility figure of ment committee DO81 N76-18272 STANPORD RESEARCH INST., MEMILD PARK, CALIF. Local and regional flow metaring and control noise Automation of local flow control and nestring operations in the envols/stransition environment-pO056 N76-18262 Automation of local flow control and nestring operations in the envols/stransition environment-pO056 N76-18262 STANPORD RESEARCH INST., SUFFALO. 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Cupple- sadars for fow-cost, medium accuracy caving tion. Policity of the policity of the policity. N74-31437 BHOSER CO. WAYNE, N.J. Cupple- sadars for fow-cost, medium accuracy caving tion. Policity of the properties of the control of the policity. N78-10780 Compact interpreters. Their implications on software and hardware classing. p0248 N78-16780 Partomance requirements for airborna multifunction display systems. The possible impact of DC aircraft power supplies on the design of syrong and other equipment.	Low speed turbing year box DOOPT N74-20418 Sources of distortion and compatibility DOOPS N75-12958 Evolution of furborsector control systems DOOPS N75-12958 Current research on the annulation of flight effects on the noise radiation of sincraft engines DOOPS N75-20280 Models for calculating flow in shall surbornschinsing 10040 N77-12014 SOCIETS NATIONALE D'STUDES ST DE CONSTRUCTION DE MOTEURS AERONAUTIQUES. CORBELL (FRANCS). Comment on west of non-lubricated pieces in furbornschinsing N74-22493 SOCIETS NATIONALE INDUSTRIELLE AEROSPATIALE, SLAGINAC (FRANCS). Electromagnetic noits specifications DO181 N78-18271 SOCIETS NATIONALE INDUSTRIELLE AEROSPATIALE, SANCE (FRANCE). Bibot neal alterials adoptation to title use of short landing letter. Betwice failures and laboratory tests DO184 N74-20431 A short survey on possibilities of fatigue life assessment of aircraft structures based on random or programmed fatigue tests. New technologies and misminenance of hebicopters pools N74-20431 Recorporations. Subject of the pools N74-24433 New technologies and misminenance of hebicopters pools N74-2443. Colin finishing materials in cord passenger aircraft pools (N74-2443) APROSPATIALE, SUMESMES (FRANCS). Cathin finishing materials in cord passenger aircraft pools (N74-2443) APROSPATIALE, SUMESMES (FRANCS). AEROSPATIALE, SUMESMES (FRANCS). AEROSPATIALE, SUMESMES (FRANCS). COCITES NATIONALE INDUSTRIELLE Methods used for optimizing the simulation of Concords ST using right test results pools N76-18480 CCI of aircraft results pools N76-18480 CCI of aircraft results pools N76-18480 CCI of aircraft results pools N76-18480 CCI of aircraft results pools N76-18480 CCI of aircraft results pools N76-18480 CCI of aircraft results pools N76-18480 CCI of aircraft results pools N76-18480 CCI of aircraft results pools N76-18480 CCI of aircraft results pools N76-18480 CCI of aircraft results pools N76-18480 CCI of aircraft results pools N76-18480	Principles of radiolocation Long distance aids (Omega Loran) po052 N75 32007 Long distance aids (Omega Loran) po052 N75 32008 Medium distance aids (VMF omindirectional radio becone) Distance measuring methods po052 N75 32070 Tacan Distance measuring methods po052 N75 32070 Some considerations on possible new VMF low cost radio newigation side STANPORD RESEARCH (NET., ARLINGTON, VA. Definitions and fundamentals of electromagnetic noise interference, and compatibility po158 N75-18257 Men. madia electromagnetic noise from unintentional radiators. A summary A status tepport of the IEEE/ECAC delectromagnetic compatibility figure of merit committee po158 N75-18258 A status tepport of the IEEE/ECAC delectromagnetic compatibility figure of merit committee po158 N75-18258 Local and regional flow metating and control po150 N75-18258 Local and regional flow metating and control po150 N75-18268 Automation of local flow control and metating operations in the enroute/translation environmentpo055 N75-23204 STATE UNIV. OF NEW YORK, SUPPALO. BYATE UNIV. OF NEW YORK, SUPPALO. A data network in the documentation and library area in the analysis of the policy survey to season on parametric instabilities laboratory experiments and theory po156 N74-31818 Aeromachanical Response po058 N75-23274 STEVENS (NET. OF TECH, HOS OKEN, N.J. Introductory survey to season on parametric instabilities laboratory experiments and theory po156 N74-31818 STEVENS (NET. OF TECH, HOS OKEN, N.J. Introductory survey to season on parametric instabilities laboratory experiments and theory po156 N74-31818 STEVENS (NET. OF TECH, HOS OKEN, N.J. Introductory survey to season on parametric instabilities laboratory experiments and theory po156 N74-31818 STEVENS (NET. OP TECH, HOS OKEN, N.J. Po156 N74-31818 STEVENS (NET. OP TECH, HOS OKEN, N.J. Po156 N74-31818 STEVENS (NET. PETECH, HOS OKEN, N.J. Po156 N75-23274 STEVENS (NET. OP TECH, HOS OKEN, N.J. Po156 N75-23274 STEVENS (NET. OP TECH, HOS OKEN, N.J. Po156 N75-23274 STEVENS (NET. OP TECH, HOS OKEN, N.J. Po156 N

SUMERLIN (W. T.), HAZLEWOOD, MO p0190 N78-24606 High reliability design techniques p0191 N76-24609 SUPREME HEADQUARTERS ALLIED POWERS EUROPE (SHAPE), CASTEAU (BELGIUM). High workload tasks of aircrew in the tectical strike, attack n0238 N75 12601

SURFACE EFFECTS SHIP PROJECT OFFICE, SET/JESOA, MD.
Crew performance requirements in the vibration silviron ments of surface effect ships p0213 N75-27685

BURREY UNIV., GUILDFORD (ENGLAND).
Digital fluidic component and system design
p0181 N76 21438

Emotional stress and flying efficiency

p0239 N76-25790 SWISSAIR, ZURICH (SWITZERLAND).

p0048 N76-14086 Passanger Bircraft Cabi SYRAGUSE UNIV., N.Y. Environmental information evalents n0263 N74-27464

SYSTEMS CONTROL, INC., PALO ALTO, CALIF. Madel structure determination and ownerer identifica tion for nonlinear serodynamic flight regimes

P0007 N78-30018 SYSTEMS TECHNOLOGY, INC., HAWTHORNS, CALIF historical perspective for advances in flight control ams p0103 N74-31430

Evaluating biodynamic interference with operational sws p0218 N76-27707

Т

TECHNICAL UNIV. OF DENMARK, LYNGBY,

Propagation over passive and active nonuniform surface impedance planes p0253 N75-22069 The non-destructive measurement of residual sitesses p0189 N76-16478

TROUNION - ISRAEL INST. OF TECH., HAIFA.
Induction wind tunnel performance. Test section flow
quality and noise measurements p0113 N76-25218

CHNISCH PHYSISCH DIENST TNO-TH, DELFT

(NETHERLANDS).
The use of rotating radial diffraction gratings in laser polish N77-11242 Doppler velocimetry p0154 N7: TECHNISCHE HOCHSCHULE, AACHEN (WEST

On the interaction between a shock wave and a vortex p0259 N74-22865 An improved measuring technique for investigations of the near field region of antennas p0173 N74-31703

Theoretical analysis of nonequilibrium hydrogen air reactions between turbulent supersonic coaxiel stream p0148 N75-30381

Flow analysis through numerical techniques p0177 N75-31385 Unsteady shock wave-boundary layer interaction on office in transport flow p0038 N78-17058 profiles in transonic flow

Results of measurements of the unsteady flow in axial Results of measurements of the Rages subsonic and supersonic compressor Rages p0097 N76-25178

TECHNISCHE HOCHSCHULE, DARMSTADT (WEST GERMANY).

p0201 N78-16982 Impact on earedynamic design TECHNISCHE HOGESCHOOL DELFT

INSTRUBLIANDE). Fail-safe design procedures. Basic information The prediction of crack propagation p0193 N74-23424

Built-up sheet structures p0193 N74-23428

Outlook, future developments p0194 N74-23434

Advanced flight test instrumentation. Design and libration p0005 N75-30003 hibration
Estimation of the aircraft state in non-steady flight p0007 N75-30018

Some measurements and numerical calculations on turbulent diffusion flames po149 N78-30378 On the calculation of laminar specific polysomers of the calculation of laminar specific polysomers associated with international design teams and their solutions polysomers associated with international design teams and their solutions.

Simulation of patchy atmospheror turbulence, based on measurements of solutal turbulence po128 N78-23337 Correction theory and practice po137 N78-33334

TECHNIACHE HOGESCHOOL, EINDHOVEN (NETHERLANDS).

NETHERLANDS).
Acrosonic games with the aid of control elements and externelly generated pulses p0258 NT4-22652.
Methematical theories of radio-wave pripogagion an historical survey p10250 NT5-22047 Propagation through infromogatises and stocked media.

Polarizati noise in the atmosphere due to rain polarization and noise properties of wet antenna domes pole N76-16266

The influence of frequency and receiver aperture on the scintillation noise power p0160 N76-16288 TECHNISCHE UNIV., SERLIN (WEST GERMANY).

Stress and strength analysis of reinforced plastic with holes Consequences on design p0.132 N75-23705 ELANDIS A vertical situation displayed N76-17135 FECHNISCHE UNIVERSITAET, BRUNSWICK (WEST

Some experience in angine-troubleshooting with inflight-date: recorded in the F-104G with the leads-200 p0095 N75-31093

TECHNISCHE UNIVERSITÄET, MUNICH (WEST

Research in Germany on fluid dynamics of air pollution

Research in Germany on fluid dynamics of air pollution

p0202 N74-26107 related to aircraft operations p0202 N TECHNOLOGICAL LAB. RVO-TNO, RIJEWIJK (METHERLANDE)

mple determination of the mechanical behavior of Simple determination or the meaning and double base rocket propellents under high loading rates p0145 N77-11195

TECHNOLOGY, INC., DAYTON, OHIO

YECHNOLOGY, INC., DAYTON, OHIO.

US Air Furce Helicopier operational flight speutra survey program Past and present p0073 N76-30211

YELECOMMUNICATIONS RADIOELECTRIQUES ET YELEMONIQUES. ET PLESSIS-ROBINSON (FRANCE). Dasign problems related to radio communication with an integrated enforms system p0182 N76-16288 TELEOVNE RYAN AERONAUTICAL CO., SAN DIEGO, ALIE. CAUF.

Lightweight Doppler navigation system

n0081 N76-32184

TENNESSEE UNIV. SPACE INST., TULLAHOMA.
On some problems encountered in a theoretical study of the external flow over a nozzle configuration in transp Of the satelina now over a source complight p.0028 1/75-23489

On transonic high Reynolds number flow separation with severe upstrain disturbance p.0118 1/75-23255
TERMA ELEKTRONISK INDUSTRI A/S. AARNUS

DENMARK

mosphere p0203 N76-29822
TEXAS INSTRUMENTS, INC., DALLAS
The advanced scientific

TRAS INSTRUMENTS, INC., DALLAS

The advanced celentific coinquier: An advanced computer architecture and its resi-time application to belietto missile defense p0247 N78-18293

TRAS INSTRUMENTS, INC., HUMPUILLS, ALA

A process design system for large real time systems p0248 N78-18261

TEXAS UNIV. GALVESTOM.

TEXAS UNIV., GALVESTON.
Coronery flow and myocardial biochemical response
high austiened + G sub r acceleration p0220 N77-11
TEXTRON SELL ARROSPACE CO., SUFFALO, N.Y. indementals and applications of gas-particle

p0183 N77-12357 THOMSON-CSF, MAGNEUX (PRANCE). Integrated navigation system. Multifunction

THOMSON CSP, GENNEVILLIERS (PRANCE).

THOMBON-GBF, GENNEYLLERS (FRANCE).
HF transmission of numerical data pois6 N76-20321
THOMBON-GBF, ISSY LES MOULINEAUX (FRANCE).
New concepts of visualization for siticath and space thuiltes
Trajectography Tracking p0188 N76-18836 utiles
Trajectography Tracking p0185 N75-16835
New electronic display systems for sircialt instrument p0079 N76-17117

Characteristics of head-up display systems THOMSON-CSP, LEVALLOIS-PERRET (PRANCE).

Interferences in frequency modulation syste n0161 N76-16278

THOMSON-CSF, MALAKOFF (FRANCE).

The Impact of modern electronic simble future aviation
THOMSON-CSF, PARIS (FRANCE). p0078 N76-17108

HOMBONGEF, PARIS IFFARMUS,
Color and brightness requirements for coulpit displays
proposal to evaluate their characteristics
p0079 N76 17113
Color head down and head up CRT's for cockpit disp0080 N78.17119

TORONTO UNIV. (ONTARIO)

A determinate model of some boom propagation through sturbulent atmosphere po258 N74-22658. The structure and thermal stability of sufficient slove po130 N75-1036. Jet and airframe noise po093 N75-30167. Atmospheric representation and april.

Atmospheric propagation and sonic boom pooms N75-30168 TRANSPORTATION SYSTEMS CENTER, CAMBRIDGE.

A comparison of two L-band alroratt antennas for aeronautical satellite applications p0171 N74-31688 An experimental evaluation of various electronic cockpit

ATCRES trilateration, the advanced airport surface traffic p0056 N75-23212

ontrol sensor

Predictive techniques for wake vortex avoidance
p0056 N76-23214 US/UK vortex monitoring program at Heathrow Airport p0056 N78-23215

Instrument landing system performan Advanced air traffic management system study p0057 N78-23222

TROPEN INST., HAMEURG (WEST GERMANY). oetio methode in tropical med

p0224 N78-14771 Air traffic and the problem of importation of diseases on the tropics pO228 N78-14773

TRW. INC., CLEVELAND, OHIO. ng useful directionally solidified composite shapes p0130 N76-11040

TRW SYSTEMS GROUP, REDONDO SEACH, CALIF.
Modeling of ionospheric parametric interactions in the

Theory of double resonance parametric excitation in the nosphere p0156 N74-31823 Type 1 irregularities in the auroral and equatorial actrojets p0157 N74-31526 electrolets.

U

UNITED AIRCRAFT CORP., STRATFORD, CONN

p0116 N75-22491

Rotorcraft derivative identification from analytical models ind flight test data H-53 night operations p0007 N75-30021 p0012 N75-30056

UNITED AIRCRAFT CORP., WASHINGTON, D.C.

Space life support technology for a motular integrated utility system p0216 N76-29723

UNITED NATIONS EDUCATIONAL SCIENTIFIC AND CULTURAL ORGANIZATION, PARIS (FRANCE).

On the use of quantitative data in Information science p0270 N76-28108 UNITED TECHNOLOGIES RESEARCH CENTER, SAST

MARTFORD, CONN.
Development of the United Fachinologies Research Center ecoustic research turnel and sesociated test techniques
pQ120 N76-25279

Simultaneous laser measurements of instantaneous relocity and concentration in turbulant mixing flows pO184 N77-11247

UNIVERSITE DES SCIENCES ET TECHNIQUES DE LILLE (FRANCE).

Mathods for solving the equation of radiative transfe through finite thickness lavers p0204 N78-29825

Radiative transfer in a scattering absorbing medium p0204 N76-29830

UNIVERSITY OF SOUTHERN CALIF., LOS ANGELES.
On the ganeration of jet noise p0258 N74-22863 UPPSALA UNIV. (SWEDEN).

Difference approximations for time de

UYAH UNIV., SALT LAKE CITY.

Analysis of the products of thermal decomposition of an aromatic polyshide fabilic used as an aircraft interior poor N78-14073 steriel
Radiative transfer in cloudy atmospheres
p0204 N76-29823

VDO-LUFTFAHRTGERAETE WERK ADOLF SCHINDLING G.M.E.H., FRANKFURT (WEST

MMANY).
The nuclear landing skil for helicopters during the final p0014 N78-30074

PROCESSOR LABS, INC., VIENNA, VA.
A tracking and control system using poles transmis-

VERBINIGTE PLUGTECHNISCHE WERKE-FORKER
G.M.B.H., ERSMEN (WEST GERMANY).
The development and flight teeling of the propulsion
system of the VAK 1918 V/3TOL strike end accomplisherse p0089 N74-20432

Preliminary design techniques for unmanned, remote stoted vehicles p0088 N74-31485 Jat lift problems of V/STOL struckt p0025 N75-13811 Bidealip in VTOL-transition flight. A critical flight condition and its prediction in simple wind tunnel tests p0026 N75-13812

Some low speed aspects of the twin-engine about hauf aircraft VFW 614 p0002 N78-21230

Airframs Engine interaction for mounted above the wing Part 1 engine configurations Interference between µ0030_N78-23511 wire and intake let

Airframe Engine interaction for engine configurations mounted above the wing Part 2 problems in wind funite tests poods N78-23512 Sensors and filtering techniques for flight testing the VAK 191 and VFW 514 secret: p0005 N78-30008

Low speed tunnels with tendem test sections. A contribution to some design problems p0113 N76-25220 VEREINIGTE PLUGTECHNISCHE WERKE G.M.C.H., EMEN (WEST GERMANY).

Project weight prediction basel on advanced statistical methods p0047 N74-31475 Design optimization of the VAK 1918 and its evaluation

based on results from the hardware realisation and test date pi0069 N74-31479 VIALE UNIV., ROME (ITALY).

Laboratory employment in serospace medicine p0228 N76-27821 VICTORIA STATE COLL, HAWTHORN (AUSTRALIA). User response to the SDI service developed at Aeronauti-cal Research Laboratories, Australia p0270 N76-26108

VIRGINIA POLYTECHNIC INST. AND STATE UNIV., BLACKBBURG

Three dimensional disturbances in reatisching separated was p0035 N76-17047. The effect of geometric and fluid parameters on static performance of wall-attachment-type fluid amplifiers p0181 N78-21436

An on-rotor investigation of rotating stell in compressor p0100 N78-25201
VIRGINA UNIV., CHARLOTTESVILLE.

Magnetic suspension techniques for large scale selectorismic testing p0118 N76-25250 p0118 N76-26280

VON KARMAN INST. FOR FLUID DYNAMICS.
RHODE-BAINT-GENESE (BELGIUM).
Review of some problems related to the design and
operation of low speed windfunnels for V/STOL testing.

[AGARD-R-601]

deendum
AGARD-R-001| p0110 N74-31741
Aerodynamic measurements in assasdes p0178 N75-30472
Inciplent separetion of a compressible turbulent boundary year
The prediction of the behaviour of said compressors near urge p0100 N76-25203
Interference problems in V/STOL testing at low specific p0118 N76-25281
Analysis of the output data of a lesser Doppler velocimes p0192 N77-1029 P0192 N77-10292 P0192 P0192 N77-10292 P0192

Analysis of the coput data of a laser Doppler velocimeter p0187 N77-1228
The Importance of experimentally-determined closure
conditions in transonic blade-to-blade flows calculated by
a time-dependent technique p0020 N77-1983
Turbins test cases: Presentation of design and experimental characteristics
Turbines: Presentation of calculated data and comparison
with experiments
Flow of solid particles in gases: Activities at the Von
Karman Institute for Fluid Dynamics
Collected works of Theodore VonKarman, 1952 - 1963
p0021 N77-12882
VRIJE UNIVERSITEIT, SRUSSELS (RELIGIUS).
Unetsedy contributions to steely radial equilibrium flow

Unitisely contributions to steady radial equilibrium flow questions p0098 N79-25181

Finite element method for through-how calculations p0040 N77-12018

WANSBROUGH-WHITE AND GO. LTD., LONDON (ENGLAND).
Grephic sree navigation with VOR/VOR, and VOR/DME inputs p0060 N76-32180

Inputs p0060 N7
WAEHINGTON UNIV., SEATTLE.
Biophysics - energy ebscription and distribution
p0218 N7

Microwave induced sociation and definition policy N76-11698
Microwave induced sociation effects in mammalian solitory systems policy N76-11699
Engineering considerations and measurements

Engineering ubniclerations and measurements
DOI 19 N78-11699
Engineering ubniclerations and measurements
DOI 19 N78-11701
WASHINGTON UNIV., ET. LOUIS, MO.
Failure criterie to fracture mode analysis of composite leminates
Imminates
The propagation of radio waves through periodically varying modes
Properties of electromagnetic radiation
Properties of electromagnetic radiation
DOI 10 N78-11307
WESTLAND HELICOPTERS LTD., YEOVIL (ENGLAND).
Fretting in helicopters
Rotoreral and propeller noise
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DOZ 1712-17085
Helicopter design musical in consent flow breakdown at low speeds
Helicopter design musical includes pool 18 (176-28282)
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MINICOPIER DESIGN MISSION ICOS SPECIES DO073 N76-30210 WHITE SANDS MISSILE RANGE, N.MEX. Distant Object Attitude Messurement System (DOAMS) p0110 N76-23286 WINGLIN (LANRY) AND CO. LTD., HERSFORD (SINGLAND).

Wildiate (Trans.
(ENGLAND).
Production of supersileys from powders
p0187 N75-22753 Nickel superalloy powder production and fabrication to turbine discs p0139 N77-18161

Y

YINGLING (GEORGE L.), DAYTON, OHIO. Guidence philosophy for military Instru strument landing p0003 N75-21233

YUMA PROVING GROUND, ARIZ.
Precision Aircraft Trecking System (PATS)
p0112 N76-23296

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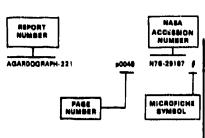
GENERARY:
The minicomputer's role in data recording for information retrievel purposes and primed information p0288 N77-18934

ZYTRON CORP., MENLO PARK, CALIF.
Applications: Alphanumeric p0268 N77-10931

REPORT/ACCESSION NUMBER INDEX

AGARD INDEX OF PUBLICATIONS (1974 - 1976)

TYPICAL REPORT/ACCESSION NUMBER INDEX LISTING



Listings in this index are arranged alphanumerically by AGARD report number. The page number identifies the page in the abstract section (Part 1) on which the citation appears. The NASA accession number denotes the number by which the citation is identified on that page. A pound (#) sign indicates that the item is available on microfiche. A plus sign (+) indicates that document was not microfiched but that a one-to-one facsimite copy may be available. Microfiche or hard copy are available from the purchase agencies listed on the back cover.

AGARD-AG-180-VOL-1	p0077	N74-28933	
AGARD-AG-160-VOL-6	p0077	N74-16833	7
141 mm 14 144 tiet 4	p0076	N74-33948	1
AGARD-AG-160-VOL-7	pO199		7
AGARD-AG-162-PT-4	p0197	N75-18623	7
AGARD-AG-160-VOL-7 AGARD-AG-162-PT-4 AGARD-AG-175	p0102	N74-25550	1
AGARD-AG-178	p0192	N74-23413	1
AGARD-AG-176	p0236	N74-20720	1
AGARD-AG-178	p0263	N74-32389	1
	D0263	N74-19626	7
AGARD-AG-180 AGARD-AG-181 AGARD-AG-182-PT-1 AGARD-AG-182-PT-2 AGARD-AG-183 AGARD-AG-184 AGARD-AG-184 AGARD-AG-188 AGARD-AG-188 AGARD-AG-188	p0272	N75-1616B	7
AGARD-AG-181	p0222	N75-17936	1
AGARD-AG-182-PT-1	p0264	N74-34424	7
AGAND-AG-182-PT-2	D0243	N78-10713	,
AGARD-AG-183	p0243		
AGARD-AG-184	p0128		
AGARD-AG-184(FR)	p0176		7
AGARD-AG-188	p0178		1
AGARD-AG-186	p0185		
AGARD-AG-186 AGARD-AG-187 AGARD-AG-188	pQ176		1
AGARD-AG-188	pO238	N74-18807	1
AGARD-AG-189	p0222	N74-34670	4
	p0222	N74-21718	
AGARD-AG-191	p0176	N74-26822	1
AGAND-AG-192	p0184		1
AGARD-AG-193	p0236		1
AGARD-AG-194	p0236		1
AGAND AG-198 AGAND AG-196 AGAND AG-197 AGAND AG-198 AGAND AG-199	p0186		1
AGAND-AG-197	p0222 p0023		1
AGAND AG-198	p0023		1
AGAND AG 199	p0269		1
AGARD.AG.200	p0128		1
AGARD AG 200 VOL-1 AGARD AG 201 VOL-1 AGARD AG 201 VOL-2 AGARD AG 202 AGARD AG 203	p0188		7
AGARD AG 201 VOL-2	p0189		1
AGARD:AG-202	p0045		1
AGAND-AG-203	p0016		1
	p0032		1
AGARD-AG-206 AGARD-AG-206 AGARD-AG-207 AGARD-AG-206 AGARD-AG-206-VOL-1	DO184		1
AGAND-AG-206	D0000		7
AGARD-AG-207	p0178	N78-30471	7
AGAND-AG-208	p0178	N76-16367	ì
AGAND-AG-209-VOL-1	p0050	N75-32047	7
	p0082	N78-32066	7
AGARD-AG-210	p0222	N76-29736	į
AGARD-AG-210 AGARD-AG-212 AGARD-AG-214	p0178	N76-11380	7
AGAND-AG-214	DO032		í
AGAND-AU-218	p0160		7
AGAMD 40.215			
AGAND AG-216 AGAND AG-219 AGAND AG-219 SUPPL	p0200		1
AGAND-AG-21V	p0110		
	p0127		
AGAMD.AG 221		N74.15167	- 4

AGAND-AG-221

AGAND-AG-222

	CESMON	AGARD-AR-58 AGARD-AR-64 AGARD-AR-65 AGARD-AR-65 AGARD-AR-67 AGARD-AR-70 AGARD-AR-70 AGARD-AR-72 AGARD-AR-74 AGARD-AR-74 AGARD-AR-74 AGARD-AR-74 AGARD-AR-78 AGARD-AR-78 AGARD-AR-78 AGARD-AR-81 AGARD-						
L.		AGAND-AN-68		p0202	N74-26104	1	AGARD-CP-187	
		AGARD-AR-69		p0272	N74-19404	. 1	AGARD-CP-186	l
2048 N76	1-29107	AGARD-AR-65		p0188	N76-17660	7	AGARD-CP-180)
Т	T I	AGARD-AR-66		p0068	N74-19297	7	AGAND-CP-191 AGAND-CP-191 AGAND-CP-194	}
		AGARD-AR-67		p0084	N74-20619	!!	AGARD-CP-194	
1 400	ROFICHE	AGARD-AR-68		po 109	N74-21888	11	AGARD-CP-194	1. NJ 191
	YMBOL	AGARD-AR-70		p0110	N74-34680	71	AGARD-CP-186	
L		AGAND-AN-71		p0069	N74-34488	ì	AGARD-CP-180	
		AGAND-AN-72		p0222	N78-23140	!	AGAND-CP-198 AGAND-CP-200	
		AGARD-AR-720	FR)	p0228	N76-19788	1	AGARD-CP-201	
anged alph	nanumeri-	AGARD-AR-74		p0063	X78-70673		AGARD-CP-206	
ber. The pa	age num-	AGARD-AR-76		p0131	N75-13034	41	AGARD-CP-210	
he abstrac	at section	AGAND-AN-77		p0266	X77-72041	'	AGAND-CP-211	٠
ation appo	ears. The	AGARD-AR-78		p0178	N76-19585	*	AGARD-HBRE	v
notes the n	umber by	AGAND-AN-SO		p0093	N76-30161	1	AGAND-HIGHL	GHTS
ified on th	hat page.	AGAND-AR-B1		. p0093	N75-29114	1	AGAND-HIGHL	
nat the item	n is avail-	AGARD-AR-83		p0110	N78-11110	7	AGAND-HIGHL	
sign (+)	indicates	AGARD-AR-84		p0732	N77-16728	41	AGAND-HIGHL AGAND-HIGHL	
rofiched b	out that a	AGARD-AR-88-	VÖL-1	. po 13.3 BOO63	X77-72036	' 1	AGARO-HIGHLI	
	available.	AGAND-AM-89		p0071	N76-15140	1	AGARD-INDEX	.83/70
	from the	AGARD-AR-92		p0072 p0144	N76-19108 N76-19298	11	AGAND-INDEX	71/73
n the ba		AGAHD-AR-94		p0182	N76-23536	Į.	AGARD-L8-65 AGARD-L8-67 AGARD-L8-69	.,,,,
,		AGARD-AR-98		p0039	N78-21163	4	AGARD-LB-67	
		AGAND-AN-99		p0102	N77-17527	7.	AGARD-LB-69 AGARD-LB-70	
							AGARD-LB-70 AGARD-LB-71 AGARD-LB-73 AGARD-LB-74 AGARD-LB-78 AGARD-LB-78 AGARD-LB-78	
		AGARD-BULL-7 AGARD-BULL-7 AGARD-BULL-7 AGARD-BULL-7	b-2	p0272 p0272	N76-18187	И	AGAND-LB-72	
		AGAND-BULL-7	6-1	p0272	N76-18037	П	AGAND-LB-74	
p0077 N7	4-25933 #	AGARD-BULL-7	0.2	роств	14/6-33130	" [AGAND-LS-78	
p0077 N74	4-16833 #	AGARD-CF-131		. p0286	N74-22840	4	AGAMD-LE-77	
p0199 N7	6-25500	AGAND-CP-136		p0043	N74-20/88	7	AGARD-LS-78	
. p0197 N71	5-18623 #	AGARD-CF-137		p0103	N74-31429	1	AGAND-LS-77 AGAND-LS-78 AGAND-LS-79 AGAND-LS-81 AGAND-LS-82	
p0102 N7	4-23413	AGARD-CF-138		p0169	N74-31812 N74-31667	1	AGARD-LS-82 AGARD-LS-83	
. p0236 N74	4-20720 #	AGAND-CF-142		p0063	X75-70674	1	AGARD-LS-84	
p0263 N74		AGAND-CP-143		. p0033	N75-13795	- 1	AGAND-LE-85	
p0272 N7	5-16165 🕴	AGAND-CF-148		p0213	N78-27885		AGARD-MAN-R	-VOL:
p0222 N70	4.34424	AGAND-CF-148	i Luni i	p0236	N78-12887	<i>!</i>	AGARD-R-676-	HEV-1
D0243 N7	B-10713	AGARD-CP-147	VOL-2	p0076	X78-70678	" [AGAND-R-801	
p0243 N71 p0128 N71		AGARD-CP-148		p0011	N75-30052	1	AGARD-R-613 AGARD-R-618	
p0176 N74	4-32218	AGARD-CP-150		p0027	N75-23485	7	AGARD-R-616	
p0178 N7- p0186 N7-	4.22082 4	AGARD-CF-181		. p0090	N78-23878	1	AGARD-R-617 AGARD-R-618	
p0176 N7	4-28788	AGARD-CP-183		. p0210	N75-24287	7	AGARD-R-619 AGARD-R-620	
p0236 N74	4-18807 # 4-34870 #	AGARD CP-164		p0216	N76-28722	1	AGARD-R-620	
p0222 N7	4-26766 4-18807 4-34670 4-21718 4-26822	AGARD-CP-186		p0130	N75-11034	Į.	AGARD-R-622	
. p0176 N74 p01 64 N7 4	4-26822 4-38098	AGAND-CP-187		p0008	N75-30027	1	AGARD-R-623	••••
. p0236 N74	4-31880 🥻	AGAND-CP-189		p0189	N76-16286	7	AGAND-R-625	
. p0236 N71 p0186 N71		AGAND-CP-160		. p0001	N76-21216	1	AGARD-R-624 AGARD-R-625 AGARD-R-625 AGARD-R-627 AGARD-R-628	
p0222 N7	B-97079 🥻	AGARD-CP-162		p0031	N78-28011	į.	AGARD-R-628	
. p0023 N7I p0264 N7I		AGARD-CF-163		p0131	N75-23696	!!		
. p0269 N7	B-16073 #	AGARD-CP-168		. 50084	N75-31083	7	AGARD-R-831	
p0128 N70	0-11244 F	AGARD-CP-166		p0046	N76-14069	1	AGARD-R-630 AGARD-R-631 AGARD-R-632 AGARD-R-633	
p0188 N79	8-16477 #	AGARD-CP-168		. p0078	N76-17107	1		
p0045 N7	B-31042 B-32001	AGARD CP-168	-BUPPL	p0182	N76-23636	1	AGARD-R-635	• •
p0018 N7	B-30100 # B-26636	AGAND-CP-170		p0223	N75-32716	7	AGAND-R-636 AGAND-R-636 AGAND-R-638	
p0090 N7	5-200JD	AGARD-CP-18 AGARD-CP-18 AGARD-CP-13 AGARD-CP-13 AGARD-CP-13 AGARD-CP-13 AGARD-CP-13 AGARD-CP-13 AGARD-CP-14 AGARD-CP-14 AGARD-CP-14 AGARD-CP-14 AGARD-CP-14 AGARD-CP-14 AGARD-CP-18 AGARD-CP-17 AGARD-		p0225	N76-17786	1	AGAND-R-638	
p0178 N7		AGAND-CP-173		. p0004	N76-20302	4	AGARD-R-640	
p0178 N70	# 440A47 #	AGARD-CP-174		. p0113	N76-28213		AGARD-R-841	
p0082 N7	B-32088 🖟	AGARD-CP-178		. p0070	N75-32098	11	AGARD-R-642-	
	6-29736 #	AGARD-CP-177		p0008	N78-28168	7	AGARD-R 643-	SUPP
	0-11380 # 6-15019 #	AGARD-CF-178		p0084	X77-72039	ا , ا	AGARD-N-644 AGARD-R-648	
p0160 N7	6-21430 #	AGARD-CP-180		p0728	N76-27618	1	AGARD-R-646	
	7-11907	AGARD-CP-181		p0236	N76-25762	1	AGARD-R-847	
p0110 N76		AGARD-CP-183		p0103	N76-29616	5	AGARD-R-648	
p0048 N74	6-20187 #	AGARD-CP-178 AGARD-CP-176 AGARD-CP-177 AGARD-CP-177 AGARD-CP-180 AGARD-CP-181 AGARD-CP-182 AGARD-CP-182 AGARD-CP-184 AGARD-CP-186 AGARD-CP-186 AGARD-CP-186		. p0071	N76-17062	1	AGARD-R-649 AGARD-R-650	
p0182 N7	7-12352	AGAND-CP-186		p0197	N76-19471	7	AGARD-M-861	

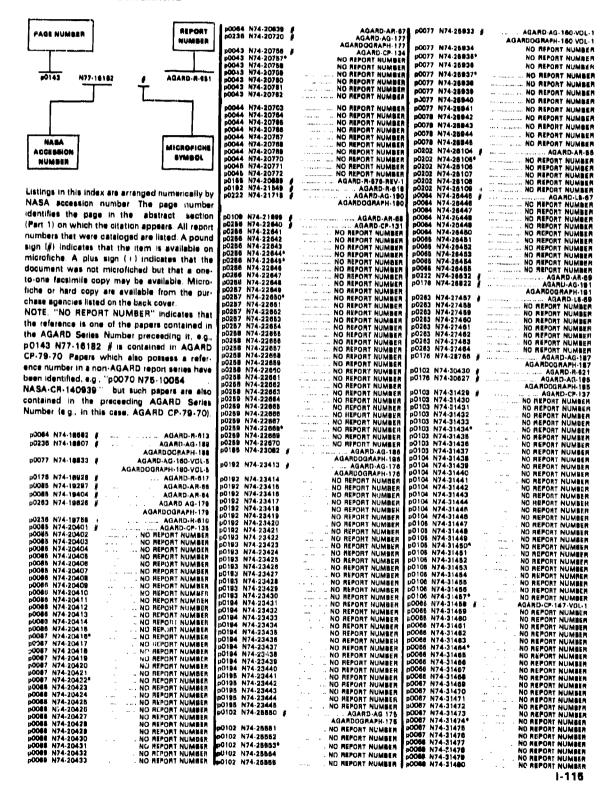
AGARD-CP-187 AGARD-CP-188 AGARD-CP-188 AGARD-CP-189 AGARD-CP-191 AGARD-CP-191 AGARD-CP-193 AGARD-CP-194 AGARD-CP-194 AGARD-CP-194 AGARD-CP-196 AGARD-CP-196 AGARD-CP-198 AGARD-CP-198 AGARD-CP-198 AGARD-CP-200 AGARD-CP-201 AGARD-CP-207 AGARD	pQ118 N76-28268 #
AGARD-CP-188	POORS N76-23181 #
AGARD-CP-190	p0083 N76-23181 p0220 N77-11644 p0233 N77-17710 p0241 N77-12700 p0161 N77-11221 p0144 N77-11186
AGARD-CP-101	p0241 N77-12708 p p0161 N77-11221
AGARD-CP-184	p0144 N77-11186
AGARD-CP-184-SUPPL	p0128 X77-72037
AGAND-CP-186	00040 N77-12013 00074 N77-16031 00124 N76-28287
AGAND-CP-198	p0124 N76-29287 p0108 N76-29248
AGAND CP-200	p0138 N77-18162
AGARD-CP-206	p0092 N77-16060 # p0072 N78-30207 #
AGARD-CP-207 AGARD-CP-210	p0288 N77-16830 p0018 N77-11988 p0108 X77-72038
AGARD-CP-210AGARD-CP-211	p0108 X77-72038
AGARD-HBREV	p0263 N78-14632
AGAND-HIGHLIGHTS:74/1	p0001 N78-14710 #
AGAND-HIGHLIGHTS-78/1	p0022 N76-70246
AGARD-HIGHLIGHTS-75/2	p0022 N78-70247 p0018 N78-20067
AGARD-HIGHLIGHTS-74/1 AGARD-HIGHLIGHTS-74/2 AGARD-HIGHLIGHTS-78/1 AGARD-HIGHLIGHTS-78/2 AGARD-HIGHLIGHTS-78/2 AGARD-HIGHLIGHTS-76/1 AGARD-HIGHLIGHTS-76/2	p0018 N76-20067 p0018 N76-31179
AGARD-INDEX-82/70	p0264 N78-12847 A
AGARD-18-65	p0068 N74-32420 #
AGARD-L8-67	DOOB N74-32420 DOOB N74-26468 DO283 N74-27467 DO196 N75-12357 DO280 N75-12357 DO177 N75-31388 DO177 N75-31388 DO260 N75-22280 DO174 N75-26047 DO212 N75-26778 DO218 N78-30166 DO280 N75-30166 DO280 N75-30166 DO280 N75-30166 DO280 N75-30166 DO280 N75-30166 DO280 N75-30166 DO280 N75-30166 DO280 N75-30166 DO280 N75-30166 DO280 N75-30166 DO280 N75-30160 DO280 N78-30100 DO390 N75-30100 DO390 N75-30100 DO390 N75-30100 DO390 N75-30100 DO390 N75-30100 DO390 N75-30100 DO390 N75-30100 DO390 N75-30100 DO390 N75-30100
AGARD-LB-70	p0196 N78-12357
AGARD-LB-71	p0280 N78-10774 p0088 N78-12884
AGAND-LB-73	p0177 N75-31386
AGAMD-LB-74	p0026 N75-22280 p0174 N75-28047
AGARD-LS-76	p0212 N78-26778
AGAMD-LS-77	p0093 N75-30186 # p0218 N78-11693 #
AGARD-LS-79	p0160 N76-11306
AGAND-LS-B1	p0190 N78-24602 p0088 N78-24700
AGAND-LS-07	p0100 N78-26208 p0137 N78-33332
AGARD-L8-67 AGARD-L8-69 AGARD-L8-70 AGARD-L8-71 AGARD-L8-71 AGARD-L8-73 AGARD-L8-73 AGARD-L8-73 AGARD-L8-74 AGARD-L8-76 AGARD-L8-77 AGARD-L8-78 AGARD-L8-78 AGARD-L8-89 AGARD-L8-89 AGARD-L8-89 AGARD-L8-89 AGARD-L8-81 AGARD-L8-81 AGARD-L8-83 AGARD-L8-83 AGARD-L8-83	p0197 N78-33332 p0265 N77-10945
AGARD-MAN-9-VOL-2 AGARD-M-876-NEV-1 AGARD-M-8101 AGARD-M-813 AGARD-R-818 AGARD-R-818 AGARD-R-818 AGARD-R-819 AGARD-R-819 AGARD-R-819 AGARD-R-819 AGARD-R-820 AGARD-R-820 AGARD-R-821 AGARD-R-822 AGARD-R-823 AGARD-R-823 AGARD-R-824 AGARD-R-828 AGARD-R-828 AGARD-R-828 AGARD-R-831 AGARD-R-831 AGARD-R-831 AGARD-R-833 AGARD-R-833 AGARD-R-833 AGARD-R-833 AGARD-R-834 AGARD-R-838 AGARD-R-838 AGARD-R-838 AGARD-R-838 AGARD-R-838 AGARD-R-838 AGARD-R-838 AGARD-R-838 AGARD-R-838 AGARD-R-838 AGARD-R-838 AGARD-R-838 AGARD-R-838 AGARD-R-838 AGARD-R-838 AGARD-R-838	pU136 N76-17226 A
AGARD-R-876-REV-1	p0166 N74-20489 # p0110 N74-31741
AGARD-R-613	p0084 N74-18682 p0109 N74-31733 p0238 N74-19768
AGARD-R-616	p0238 N74-19768
AGARD-R-617	p0176 N74-18928 p0192 N74-21849 p0110 N75-30198
AGAND-R-619	p0110 N75-30198
AGARD-R-620	p004W N74-33834 p0102 N74-30430
AGARD-R-622	p0102 N74-30430 p0089 N74-33449
AGARD-R-624	p0068 N75-10083 p0070 N75-10084*
AGAND-R-625	p0238 N75-18306 p0070 N78-18641
AGARD-R-627	p0187 N75-22749
AGARD-R-628	p0202 N75-26343 p0241 N75-23166
AGAND-N-630	p0032 N75-32018
AGARD-R-631	p0032 N76-32014 p0017 N76-14032
AGAND-H-633	p0197 N76-11484 p0197 N76-16492
AGARD-R-634	p0197 N78-16492 p0282 N78-17888
AGARD-R-636	DOGAN PT4-33834 DOTO2 NT4-30430 DOGS PT4-33448 DOGS NT5-10083 DOGTO NT5-10084 DOGTO NT5-10084 DOGTO NT5-10084 DOGTO NT5-18841 DOTO NT5-28343 DOGAN PT5-28343 DOGAN PT5-28343 DOGGAN PT5-28343 DOGGAN PT5-28343 DOGGAN PT5-28343 DOGGAN PT5-28343 DOGGAN PT5-28343 DOGGAN PT5-28343 DOGGAN PT5-28343 DOGGAN PT5-28343 DOGGAN PT5-14882 DOGGAN PT5-18882 DOGGAN P
AGARD-R-637 AGARD-R-638 AGARD-R-638 AGARD-R-640 AGARD-R-641 AGARD-R-642	p0038 N76-18064 p0134 N76-23367
AGAND-R-639	p0134 N78-23387 p0133 N78-19235 p0199 N78-19487 p0137 N78-28408
AGARD-R-841	p0199 N78-19487 # p0137 N78-28408 #
AGARD-R-641	
AGARD-R-642-SUPPL AGARD-R-643-SUPPL	p0235 X77-72034 p0038 N78-23183 #
	p0038 N78-23183 # p0127 N77-11070 #
AGARD-R-648	p0039 N78-24146
AGARD-R-846	p0200 N78-29658 #
AGARD-R-646 AGARD-R-647 AGARD-R-648 AGARD-R-649 AGARD-R-650 AGARD-R-651	p0040 N78-32126 # p0073 N78-32183 #
AGARD-N-649	p0288 N77-16908
AGAND-R-650	p0042 N77-14997
AUARD-0-001	p0143 N77-16182 g

REPORT/ACCESSION NUMBER INDEX

AGARD-R-862	р0074	N77-16034	#1
	p0077	N74-25933	۱
AGARDOGRAPH-160-VOL-1 AGARDOGRAPH-160-VOL-6	DO077	N74-18633	
AGARDOGRAPH-180-VOL-8	p0078	N74-33940	7
AGARDOGRAPH-180-VOL-7	p0199	N78-25580	71
	u0197	N75-18623	7
AGARDOGRAPH 182-PT-4			
AGARDOGRAPH-176	p0102	N74-25550 N74-23413	1
AGARDOGRAPH 178	p0192 p0236	N74-20720	2
AGARDOGRAPH-177		N74-32309	7 1
AGARDOGRAPH-178	u0263	N74-19828	71
AGARDOGRAPH-17B AUARDOGRAPH-180	p0272	N76-18185	71
AGARDOGRAPH-181	p0222	N75-17936	71
AGARDOGRAPH-182-PT-1	p0264	N74-34424	
AGARDOGRAPH-182-PT-2	p0243	N78-10713	- /
AGARDOGRAPH-183	p0243	N76-16236	* 1
AGARDOGRAPH-184 (FR)	p0176	N74-32218	#
AGANDOGNAPH-184	b0128	N75-24840	4
AGARDOGRAPH-185	D0176	N74-30627	- (
AGARDOGRAPH-186	p0108	N74-23082	
AGARDOGRAPH-187	p0176	N74-28766	
AGAROOGRAPH-188	p0234	N74-18807	1
AGANDOGNAPH-189	p0222	N74-34870	4
AGARDOGRAPH-190	p0222	N74-21718	
AGARDOGRAPH-191	p0178	N74-26022	4
AGARDOGRAPH-192	p0184	N74-35096	7
AGAMDOGRAPH-183	p0236	N74-31880	1
AGARDOGRAPH-184	p0236	N75-10706 N75-16828	******
AGARDOGRAPH-198	p0188	N76-17079	7
AGANDOGRAPH-198	p0023	N75-10003	7
AGARDOGRAPH-198	p0264	N78-17228	ì
AGANDOGRAPH-199	p0269	N78-19073	ï
AGAHDOGRAPH-200	p0129	N76-11244	•
AGARDOGRAPH-201-VOL-1	p0188	N78-18488	-
AGARDOGRAPH-201-VOL-2	p0188	N76-18477	
AGANDOGNAPH-202	p0048	N78-31042	ł
AGARDOGRAPH-203	p0018	N78-32001	1
AGARDOGRAPH-204	pCO32	N78-30106	- 1
AGANDOUNAPH-208	p0184	N78-26636	1
AGANDOGHAPH-208	p0000	N75-22328 N75-30471	7
AGARDOGRAPH-207	p0176	N76-16367	- 2
AGARDOGRAPH-208-VOL-1	p0174		- 1
AGARDOGRAPH-209-VOL-2	p0062	N75-32006	7
AGAMDOGRAPH-210	p0082	N78-20736	1
AGARDOGRAPH-212	D0178	N76-11380	7
AGANDOGRAPH-214	p0032	N76-16019	
AGARDOGRAPH-218	B0180	N76-21430	ï
AGARDOGRAPH-216	p0266	N77-11807	1
Adardograph-219	p0110		ı
AGARDOGRAPH-219-BUPPL	p0127	X77-72038	Ł
AGARDOGRAPH-221	p0048	N76-20187	1
AGARDOGRAPH-222	p0102	N77-12382	

AGARD INDEX OF PUBLICATIONS (1974 - 1976)

TYPICAL ACCESSION/REPORT NUMBER INDEX LISTING



p0068 N74-31481	NO REPORT NUMBER (p0060 N74-33544	NO REPORT NUMBER	p0028 N76-13819	NO REPORT NUMBER
p0068 N74-31482	NO REPORT NUMBER	p0080 N74-33846	NO REPORT NUMBER	p0028 N76-13820*	NO REPORT NUMBER
p0088 N74-31483 p0088 N74-31484	. NO REPORT NUMBER	p0078 1,74 33948 #	AGARD-AG-180-VOL-6	p0026 N75-13821 p0262 N75-14332	AGARD-HB-722 28.00-REV
p0236 N74-31560 #	ERI-DA-GRADA	p0264 N74-34424 #	AGARDOGRAPH-180-VOL-8	p0001 N75-14710 #	AGARD-HIGHLIGHTS-74/1
p0169 N74-31667 #	AGARDOGRAPH 193 AGARD-CP-139	poses 1174-34424 \$	AGARDOGRAPH-182-PT-1	p0001 N75-14711 #	AGARD-HIGHUGHTS-74/2
pO189 N74-31868	. NO REPORT NUMBER	p0069 N74-34488 #	AGARD-AR-71	p0272 N78-18895	NO REPORT NUMBER
p0189 N74-31889 p0189 N74-31870	NO REPORT NUMBER NO REPORT NUMBER	p0222 N74-34570 #	GB1-DA-GRADA GB1-HTARDOGHADA	p0070 N78-18641 # p0070 N76-18642	AGARD-HIGHLIGHTS-74/1 AGARD-HIGHUGHTS-74/2 AGARD-R-826 NO REPORT NUMBER AGARD-R-826 NO REPORT NUMBER
pO189 N74-31671	NO REPORT NUMBER	DO110 N74-34680 #	AGARD-AR 70	p0070 N75-15643	NO REPORT NUMBER
p0189 N74-31872 p0189 N74-31873	NO REPORT NUMBER NO REPORT NUMBER	p0110 N74-34640 # p0184 N74-35085 #		p0070 N75-15644 p0131 N75-15747 #	NO REPORT NUMBER AGARD-AR-78
p0189 N74-31874	NO REPORT NUMBER	p0023 N75-10003 #	AGARD-AG-182 AGARDOGRAPH-192 - AGARD-AG-197	p0243 N76-18236	AGARD-AG-183
p0170 N74-31676 p0170 N74-31676	NO REPORT NUMBER		AGARDOGRAPH-197	p0243 N75-16237	AGARDOGRAPH-183
p0170 N74-31877	NO REPORT NUMBER	p0089 N75-10083 # p0070 N75-10084* #	AGARD-R-623	00243 N78-16238	NO REPORT NUMBER
p0170 N74-31878 p0170 N74-31879	NO REPORT NUMBER		NASA-CR-140939	p0243 N78-16239 p0243 N78-16240	
p0170 N74-31880	NO REPORT NUMBER	p0195 N75-10487 # p0195 N75-10488	AGARD-CP-155	p0243 N76-16241	NO REPORT NUMBER
pO170 N74-31881 pO170 N74-31882	NO REPORT NUMBER	p0196 N78-1G489*	NO REPORT NUMBER	p0243 N78-18242 p0243 N78-18243	NO REPORT NUMBER
p0171 N74-31683	NO REPORT NUMBER	p0195 N75-10490 p0195 N75-10491	NO REPORT NUMBER	p0244 N75-16244	NO REPORT NUMBER
p0171 N74-31684 p0171 N74-31685	NO REPORT NUMBER	pD196 N78-10492	NO REPORT NUMBER	p0244 N75-16245 p0244 N75-16246	NO REPORT NUMBER
p0171 N74-31686	NO REPORT NUMBER	p0196 N75-10493 p0196 N75-10494		p0246 N75-16267 #	AGARD-CP-148
p0171 N74-31687 p0171 N74-31688		p0236 N75-10706 #	AGARD-AG-194	p0246 N75-16288 p0246 N75-16289	
p0171 N74-31689	NO REPORT NUMBER	p0243 N76-10713 #	AGARDOGRAPH-194	p0245 N75-16260	NO REPORT NUMBER
p0172 N74-31890 p0172 N74-31891	NO REPORT NUMBER		AGARDOGHAPH-182-PT-2	p0245 N75-16261 p0245 N75-16262	NO REPORT NUMBER
p0172 N74-31692	NO REPORT NUMBER	p0260 N75-10774 # p0260 N75-10776	AGAND-LS-71	p0245 N78-16263	NO REPORT NUMBER
p0172 N74-31693 p0172 N74-31694	NO REPORT NUMBER	p0260 N76-10776	NO HEPORT NUMBER	p0245 N75-18264 p0245 N75-18265	NO REPORT HUMBER
p0172 N74-31696*	NO REPORT NUMBER I	p0280 N75-10777 p0280 N76-10778	NO REPORT NUMBER	p0248 N78-18266	NO REPORT NUMBER
p0172 N74-31698	NO REPORT NUMBER	p0280 N78-10778	NO REPORT NUMBER	p0245 N75-16267 p0246 N75-16268	NO REPORT NUMBER
p0172 N74-31697 p0172 N74-31698	NO REPORT NUMBER	p0280 N78-10780 p0280 N78-10781	NO REPORT NUMBER	p0246 N76-18269	NO REPORT NUMBER
p0173 N74-31899		p0260 N75-10782	NO REPORT NUMBER	p0248 N76-18270	NO REPORT NUMBER
p0173 N74-31700 p0173 N74-31701	NO REPORT NUMBER	p0280 N78-10783 p0281 N78-10784	NO REPORT NUMBER	p0246 N75-15271 p0246 N75-15272	NO REPORT NUMBER
p0173 N74-31702	NO REPORT NUMBER	p0130 N75-11034 #	AGARD-CP-156	p0246 N75-18273	
p0173 N74-31703 p0173 N74-31704	NO REPORT NUMBER	p0130 N76-11036 p0130 N75-11036	NO REPORT NUMBER	p0246 N78-18274 p0248 N78-18275	NO REPORT NUMBER
p0173 N74-31708	NO REPORT NUMBER	p0130 N78-11037	NO REPORT NUMBER	p0247 N76-16276	
p0173 N74-31708* p0.74 N74-31707	NO REPORT NUMBER	p0130 N78-11038 p0130 N78-11039	NO REPORT NUMBER	p0247 N78-16277 p0247 N78-16278	NO REPORT NÚMBER
p0174 N74-31708	NO REPORT NUMBER	p0130 N78-11040	NO REPORT NUMBER	p0247 N76-16279	NO REPORT NUMBER
p0109 N74-31733 # p0109 N74-31734	NO HEPORT NUMBER	p0130 N78-11041 p0130 N78-11042*	NO REPORT NUMBER	p0247 N75-16280 p0247 N75-16281*	NO REPORT NUMBER
p0109 N74-31735	NO REPORT NUMBER	p0131 N78-11043	NO REPORT NUMBER	p0247 N76-16282	NO REPORT NUMBER
p0109 N74-31736 p0109 N74-31737		p0131 N75-11044 p0131 N75-11048	NO REPORT NUMBER	p0247 N78-16283 p0248 N75-16284	
p0109 N74-31738	NO REPORT NUMBER	p0131 N25-11046		p0248 N75-16285	NO REPORT NUMBER
p0108 N74-31739 p0108 N74-31740	NO REPORT NUMBER	p0131 N75-11047	NO REPORT NUMBER	p0248 N75-16286 p0248 N75-16287	NO HEPORT NUMBER
p0110 N74-31741	AGAND-M-601	p0198 N78-12387 # p0198 N75-12388	NO REPORT NUMBER	p0248 N75 15286	NO HEPORT NUMBER
p0185 N74-31812 # p0185 N74-31813	AGARD-CP-138	p0196 N76-12389*	NASA-CR-140937 PAPER-73-341	μ0248 N75-15289 μ0248 N75-15280	NO REPORT NUMBER
p0188 N74-31614	NO REPORT NUMBER	p0196 N75-12360	NO REPORT NUMBER	p0248 N78-16291	
p0185 N74-31815 p0185 N74-31816*	NO REPORT NUMBER	p0196 N75-12361° p0197 N75-12362	NO REPORT NUMBER	p0248 N78-16292 p0248 N78-16293	NO REPORT NUMBER
p0185 N74-31817	NO REPORT NUMBER	p0236 N75 12567 #	AGARD-CP-146	p0249 N75 16294	NO REPORT NUMBER
p0156 N74-31818 p0166 N74-31819	NO REPORT NUMBER	p0236 N78 12588	NO REPORT NUMBER	p0195 N75-16626 #	AGAND-AG-195 AGANDORAPH-185
p0186 N74-31820	NO REPORT NUMBER	p0236 N75-12689 p0236 N75-12680	NO REPORT NUMBER	p0185 N75-16829	NO REPORT NUMBER
p0156 N74-31821 p0156 N74-31822*	NO REPORT NUMBER	p0237 N75-12591 p0237 N75-12592	NO REPORT NUMBER NO REPORT NUMBER	p0185 N75-16830 p0185 N75-16831*	
p0166 N74-31823	NO REPORT NUMBER	p0237 N75-12593	. NO REPORT NUMBER	p0185 N75-16832	NO REPORT NUMBER
p0156 N74-31824* p0157 N74-31825	NO REPORT NUMBER NO REPORT NUMBER	p0237 N78-12694 p0237 N78-12696	NO REPORT NUMBER NO REPORT NUMBER	p0185 N75-18833 p0185 N75-18834	NO REPORT NUMBER NO REPORT NUMBER
p0187 N74-31826	. NU REPORT NUMBER	p0237 N75-12596	NO REPORT NUMBER	p0185 N75-16635	. NO REPORT NUMBER
p0157 N74-31827 p0157 N74-31828	NO REPORT NUMBER NO REPORT NUMBER	p0237 N75-12597 p0237 N75-12590	. NO REPORT NUMBER NO PEPORT NUMBER	p0185 N75-18835 p0165 N75-18837	NO REPORT NUMBER NO REPORT NUMBER
p0187 N74-31829	. NO REPORT NUMBER	p0238 N78-12699	NU REPORT NUMBER	p0186 N75-16836	NO REPORT NUMBER
p0187 N74-31830 p0187 N74-31831	NO REPORT NUMBER NO REPORT NUMBER	p0238 N75-12600	NO REPORT NUMBER	p0186 N75-16839 p0186 N75-16840	NO REPORT NUMBER
DO187 N74-31832	NO REPORT NUMBER	p02/18 N/6-12602	NO REPORT NUMBER	p0188 N78-16841	NO REPORT NUMBER
pO167 N74-31833 pO168 N74-31834	NO REPORT NUMBER	p0236 N78-12603	NO REPORT NUMBER	p0186 N76-16842 p0186 N76-16843	NO REPORT NUMBER
p0188 N74-31838	NO REPORT NUMBER		AGARD-INDEX-82/70	p0201 N75 16977 #	NO REPORT NUMBER
p0156 N74-31836 p0156 N74-31837	NO REPORT NUMBER	p0089 N78-12958 "	NO REPORT NUMBER NO REPORT NUMBER	p0201 N75-16976 p0201 N75-16979	NO REPORT NUMBER
p0158 N74-31638	NO REPORT NUMBER	p0000 N76-12057	NO RUPORT NUMBER	P0201 N78-16980	. NO REPORT NUMBER
p0188 N74-31839 p0188 N74-31840	NO REPORT NUMBER	p0089 N75-12988 p0089 N76-12989	NO REPORT NUMBER	p0201 N78-18981 p0201 N78-18982	NO REPORT NUMBER NO REPORT NUMBER
p0168 N74-31841	NO REPORT NUMBER	p0089 N75-12960*	NO REPORT NUMBER	p0201 1:75-16983	NO REPORT NUMBER
p0159 N74-31842 p0159 N74-31843	NO REPORT NUMBER NO REPORT NUMBER		NO REPORT NUMBER	p0222 N78-17079 ∦	AGARDIGRAPH-196
p0189 N74-31844	NO REPORT NUMBER	p0023 N7B-13756	AGARD-CP-143	p0264 N78-17227	AGAND-INDEX-71/73
p0176 N74-3221B	AGARD-AG-184(FM) AGARDOGRAPH-184	p0023 N75-13796*	NO REPORT NUMBER NO REPORT NUMBER	p0264 N78-17229	AGAND-AG-198 AGANDOGRAPH-188
pú263 N74-32399 #	AGARD-AG-178	p0023 N75-13798	NO REPORT NUMBER	p0105 N75-17656	AGAND-AN-66
pDO88 N74-32420 #	AGARDOGRAPH-178	10023 N78-13800	NO REPORT NUMBER NO REPORT NUMBER	p0222 N78-17936	AGARU-AG-181 AGARDOGRAPH-181
p0068 N74-32421	NO REPORT NUMBER	p0023 N78-13801	NO REPORT NUMBER	p0272 N75-18185 #	AGAND-AG-100
p0069 N74-32422 p0060 N74-32423	NO REPORT NUMBER REPORT NUMBER	B 00024 N7B-13B02	NO REPORT NUMBER	p0272 N75-18167	AGARDOGRAPH-180 AGARD-BULL-76-1
p0089 N74-32424	HO REPORT NUMBER	p0024 N76-13804	NO REPORT NUMBER	p0197 N78-19623	AGAND-AG-162-FT-4
p0089 N74-32428 p0089 N74-32428	NO MEPORT NUMBER	p0024 N75-13608* p0024 N75-13608	NO REPORT NUMBER NO REPORT NUMBER	p0269 N76-19073 #	AGARDOGHAPH-182-PT-4 MGAND-AQ-199
p0089 N74-33448 # p0049 N74-33834 #	AGAND-1 622	p0024 N75-13607	NO REPORT NUMBER	1	AGARDOGRAPH-199
p0049 N74-33534 # p0049 N74-33535	AGAND-N-820 NO REPORT NUMBER	p0024 N75-13808	NO REPORT NUMBER NO REPORT NUMBER	p0178 N78-19885 p0001 N78-21219	AGARD-AR-78 AGARD-CF-160
p0049 N74-33536	NO REPORT NUMBER	p0024 N78-13810	NO REPORT NUMBER	p0001 N78-21220*	NO REPORT NUMBER
p0049 N74-33537	NO REPORT NUMBER	p0028 N75 13611	NO REPORT NUMBER . NO REPORT NUMBER	p0001 N78-21221*	NO REPORT NUMBER
p0049 N74-33538 p0049 N74-33539	HAMMUN THOMAN ON	p0026 N76-13813	NO REPORT NUMBER	p0001 N75-21222	NO REPORT NUMBER
n0049 N74-33840	NO REPORT NUMBER	p0025 N75 13814	IIO REPORT NUMBER	p0001 N76-21223* p0002 N76-21224	NO REPORT NUMBER NO REPORT NUMBER
p0049 N74-32541	NO REPORT NUMBER	p0028 N78-13816*	NO HEPORT NUMBER NO REPORT NUMBER	p0002 N75-21225	NO REPORT NUMBER
p0049 N74-33542	NO MEPORT NUMBER	p0026 1476-13817	NO REPORT NUMBER	p0002 N76-21226	NO REPORT HUMBER
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AGARD-CP-150
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              DOUG2 N75-21229
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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              NO REPORT NUMBER
              p0002 N75-21230
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     p0214 N76-27604
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  NO REPORT NUMBER
                 n0002 N75-21231
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 00214 N78-27695
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              p0002 N75-21232
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        p0214 N75-27696
                 p0003 N75 21233
                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 p0214 N / 5-27897
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              p0003 N75-21234
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              p0003 N75-21235
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